The High Cost Of 'Social' Railroads

November 21, 1960

RAILWAY AGE *weekly*

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SP Uses Spot System For Diesel Upkeep

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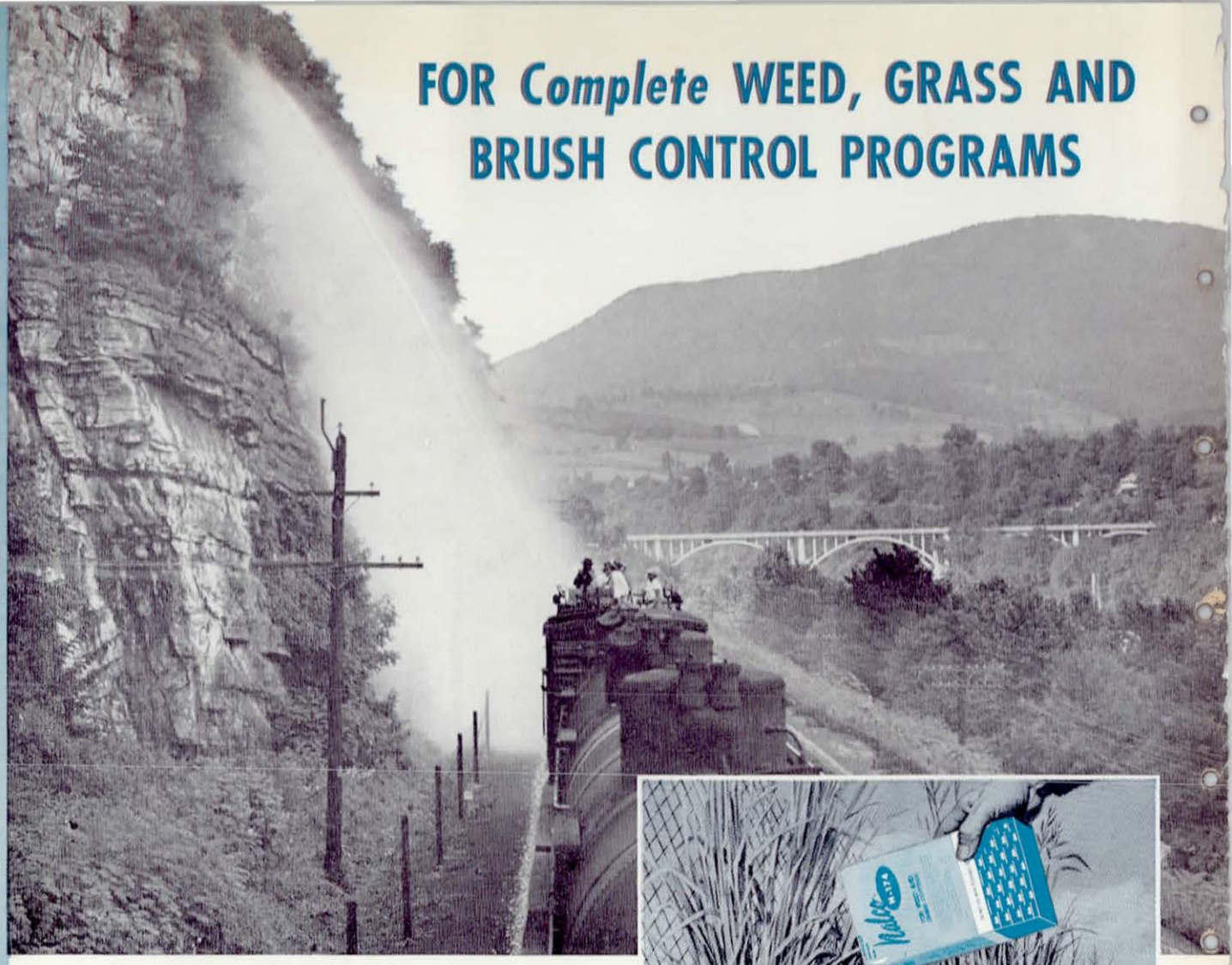

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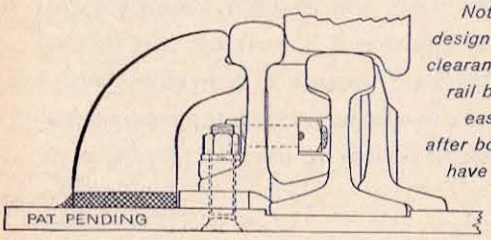
PRI MEMBER

New Improved Switch Point Guard Rail

protects switch points . . . reduces derailments

Now Bethlehem's famous Switch Point Guard Rail Design 755 has been redesigned to permit quick replacement of the guarding section without interrupting traffic. Just remove bolts, drive out chocks at each end, and you can lift out the guard rail without disturbing the switch slide plates. The new guard slips into place as easily as the old one came out.



Note how newly-designed brace provides clearance around guard-rail base to permit easy guard removal after bolts and chocks have been taken out.

The Design 755 Guard Rail was designed specifically to prevent cutting, climbing, and derailments in yard movements. In operation, the head of the Switch Point Guard Rail stands higher than that of the running rail, easing wheels away from the point to provide safe passage and minimize point wear. The ends of the guard are beveled to soften the shock to car and lading.

The guarding section is fully heat-treated for long life under tough service. The complete assembly is reversible for use on either side of the track. It's one of the most valuable track accessories ever developed. Let a Bethlehem engineer go over the fine points with you.

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Dependable delivery is any railroad's strongest selling point. And the surest, most economical way to *improve* your delivery schedules is with electronic control equipment made by Union Switch & Signal.

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RAILWAY AGE *weekly* November 21, 1960 • Vol. 149, No. 21

Week at a Glance

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Railway Age, established in 1856, is indexed by the Business Periodicals Index the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.

Published weekly by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn. Second-class postage paid at the Post Office at Orange, Conn. James G. Lyne, chairman of the board; Arthur J. McGinnis, president and treasurer; Duane C. Salisbury, executive vice-president; George Dusenbury, vice-president and editorial and promotion director; Robert G. Lewis, Joe W. Kizzia, M. H. Dick, M. J. Figa, R. C. Van Ness, vice-presidents.

Growth studies head RPI plans ..... p. 9

Railway Progress Institute at its 1960 annual meeting says it will consider further economic studies of growth areas which interest both the railroad supply industry and the railroads. Other resolutions call for an appraisal of the effect of mergers and study of foreign trade, containers, transport legislation and equipment leasing.

RRs expand marketing research p.10

A Railway Systems and Management Association survey finds marketing research playing an increasingly important role in the railroad industry. Twenty of 47 Class I roads answering an RSMA questionnaire have a man or a department assigned to do marketing or traffic research work.

Rail vs. road costs compared p.13

In Chicago, rail rapid transit has cost less than $4 million per mile and can expand to three times its present capacity, while a parallel expressway that cost $10 million is already near saturation. Citing these figures, V.E. Gunlock of the Chicago Transit Board told an ASCE panel that a combination of rail-auto transport on a single right-of-way provides the maximum in passenger transport per dollar spent.

Cover Story—SP spot system speeds diesel repairs p.20

The system has sharply increased maintenance production at the road's Ogden, Utah shop. It's based on assigning specific work to a specific spot that is tooled for the job to be done.

N&W uses radar speed meter p.24

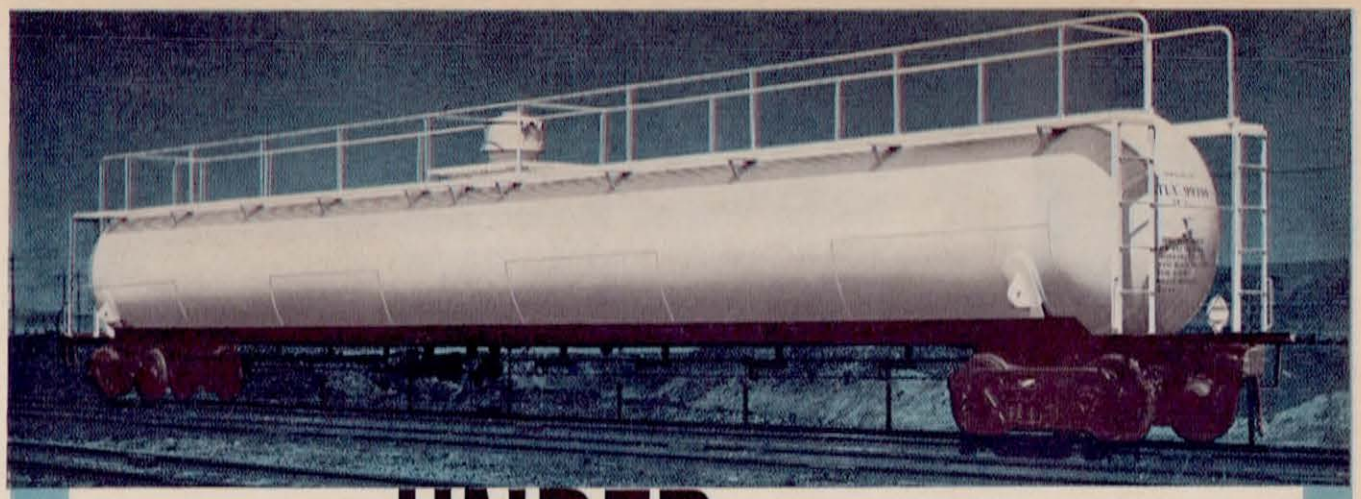
The meter, for checking train speeds, may be used at trackside or at a point remote from the right-of-way. It also is used by the N&W to determine the velocities of freight cars rolling on classification yard tracks.

Insert maps help sell tickets p.26

The Seaboard Air Line has been experimenting with a dual-map arrangement designed to help passenger salesmen—and passengers—tell at a glance where passenger trains are operated.

Liners cut hide-car costs p.27

Hide cars must undergo expensive overhauling before they can be used for other lading. Moisture-proof car liners can be used to avoid contamination.



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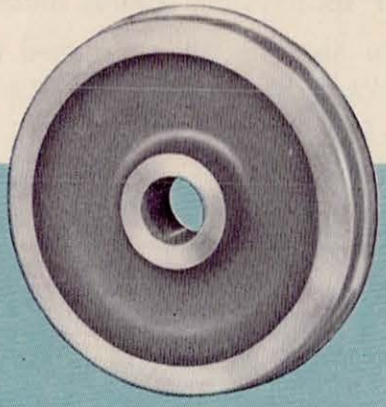
UNDER THE WORLD'S LARGEST TANK CAR



EDGEWATER MULTIPLE-WEAR ROLLED STEEL WHEELS

Here is another fine example of the economy of using multiple-wear wheels in conjunction with roller bearings. The maximum loaded weight of this 30,000-gallon tank car is 251,000 pounds. Edgewater 36-inch multiple-wear rolled steel wheels carry this tremendous load.

Where heavy loads are involved, Edgewater multiple-wear rolled steel wheels provide an extra measure of safety as well as long life.

EDGEWATER STEEL COMPANY
P.O. Box 478 Pittsburgh 30, Pa.

Week at a Glance CONT

Current Statistics

Operating revenues	
9 mos., 1960	$7,210,476,221
9 mos., 1959	7,390,378,920
Operating expenses	
9 mos., 1960	5,723,495,009
9 mos., 1959	5,807,048,048
Taxes	
9 mos., 1960	781,301,223
9 mos., 1959	792,949,896
Net railway operating income	
9 mos., 1960	432,951,018
9 mos., 1959	547,919,151
Net income estimated	
9 mos., 1960	303,000,000
9 mos., 1959	393,000,000
Carloadings, revenue freight	
44 wks., 1960	26,435,348
44 wks., 1959	26,311,566
Freight cars on order	
Oct. 1, 1960	21,662
Oct. 1, 1959	35,626
Freight cars delivered	
9 mos., 1960	43,684
9 mos., 1959	29,916

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Piggyback interchange rules adopted p.34

AAR's Mechanical Division has adopted a new code covering trailers and containers moving in piggyback interchange service. The rules take effect Jan. 1, 1961.

The Action Page—The high cost of 'social' railroads p.38

Railroading is a business, not a charity. The most flagrant of uneconomic operations required of railroads is the obligation to perform "social services" at a loss. Railroads must make the public understand that it is impossible to continue that kind of philanthropy.

Short and Significant

A $19-million freight car order . . .

has been placed by the Louisville & Nashville with Pullman-Standard. Included in the order are 900 gondolas and 900 hopper cars. Delivery is scheduled for 1961.

B&O shareholders have until Dec. 14 . . .

to meet C&O's new—and "absolutely final"—deadline for submitting shares to exchange for C&O stock. C&O says it has already been offered 30% of all B&O shares—37.8% of the preferred and 28.1% of the common.

Canada's Royal Commission on Transportation . . .

now hopes to wind up the public phase of its inquiry by Jan. 21, 1961. Complications arising out of the grain-rate issue forced abandonment of a pre-Christmas target date for completing public hearings.

Class I railroad employment dropped . . .

to 759,904 in mid-October—3.3% below the year-ago figure. Biggest decrease was among maintenance of way and structures employees (6.13%).

Cancellation of the 1961 annual meetings . . .

of the AAR Freight Claim Division and Freight Loss & Damage Prevention Section has been made known. The Division had planned to meet in May in Philadelphia, the FL&DP section in March in Kansas City.

Canada's non-ops strongly favor a strike . . .

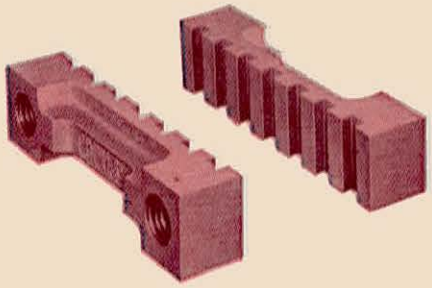
it was disclosed last week when results of a strike ballot were announced. The walkout is likely to come Dec. 3, barring government intervention and perhaps subsidy (RA, Nov. 14, p. 7).

STABILIZED JOURNALS—

Now MAGNUS offers you three low-cost ways to get

BETTER BEARING PERFORMANCE

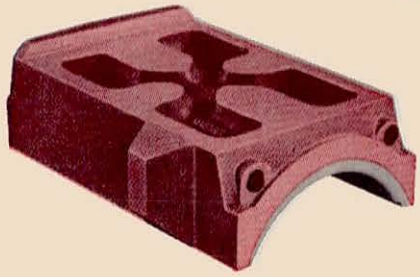
1. MAGNUS R-S JOURNAL STOPS



Provide maximum stabilization of entire journal box assembly—increases miles per hot box ten times

Bolted to the inside of the box, on both sides of the journal, Magnus R-S Journal Stops positively prevent excessive displacement of bearing, wedge or lubricator pad, even under severe humping, braking or road impacts. By stabilizing the entire journal bearing assembly they eliminate the major causes of bearing failures—increase miles per hot box *ten times;* miles per cut journal, *fifteen times!* In short, they cut maintenance and operating costs all along the line—double bearing and dust guard life, reduce wheel flange wear, extend the maximum safe period between repacks.

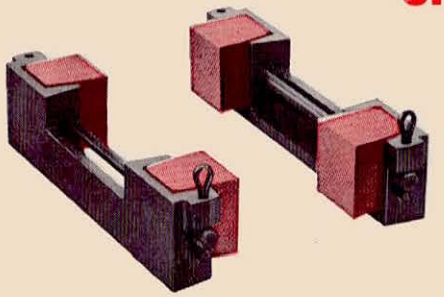
2. MAGNUS FLAT-BACK SOLID BEARINGS



Wider, non-tilting design limits bearing displacement—provides effective stabilization at lower cost

The Magnus flat-back bearing design provides the most economical means of stabilizing the journal box assembly, and has proved highly effective for many types of service. Its greater width, increased angle of journal contact and full-area contact with the flat wedge inherently limit the fore-and-aft movement of the journal within the box under road shocks and switching impacts. This restriction of movement protects the dust-guard, reduces loss of oil through enlarged dust-guard openings and tends to prevent spread linings in the bearing.

3. MAGSTOPS



Offer the inherent advantages of R-S Journal Stops in a low-cost, rugged, fabricated design

Here's a new approach to the problem of journal box stabilization—a low-cost fabricated journal stop with forged steel frames and renewable bronze inserts that hold the journal in the center of the box even under the most severe car impacts. The frames are welded to the inside of the journal box and need never again be removed. Wear occurs only on the brass inserts, which are easily and inexpensively replaced during wheel changes, without any special tools.

The next big step toward better bearing performance will be the adoption of effective means of stabilizing the journal assembly—for this is the most economical way to reduce hot boxes. Magnus, the pioneer in journal stabilization, now offers you *three ways* to achieve this result at low cost. All have been approved by the AAR for test installations in interchange service. Ask your Magnus representative to discuss with you the most effective solution to this problem. Or write to Magnus Metal Corporation, 111 Broadway, New York 4, or 80 E. Jackson Blvd., Chicago.

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Growth Studies Head RPI Plans

► **The Story at a Glance: Resolutions calling for further economic studies of growth areas "which interest both the railroad supply industry and the railroads," for an appraisal of merger effects, and for study of foreign trade, containers, transport legislation and equipment leasing sparked the action program adopted at last week's Annual Business Meeting of Railway Progress Institute in New York.**

Other highlights of RPI's 1960 meeting were election of a new chairman, vice chairman and executive committee, and panel discussion of 1961 prospects by six top railroad purchasing officers in the Third Annual Industry Outlook Conference.

Basic economic studies are "the most constructive activity" in which RPI can engage, the supply group said in putting consideration of further economic studies at the head of its action program for the coming year. Noting the success of such studies in the past, the Institute said that, "since a great need still exists for similar objective study of many areas of equal interest to both railway suppliers and railroads," there should be further consideration of sponsorship of "such additional studies as may offer rewarding prospects for both the railway supply industry and the railroad industry."

On railroad mergers, RPI called for committee work to appraise "the present and potential effect" on railway suppliers of the "current trend to merger and consolidation within the railroad industry." Merger expansion will inevitably affect both the volume and character of rail suppliers' business, the RPI resolution noted.

A new project committee should be established to study ways of strengthening the position of U.S. suppliers in the railway export field, RPI said, noting that approximately 6% of the total sales of the railway equipment and supply industry normally falls into the category of exports and adding that both the Commerce and State Departments have shown interest in increasing the volume of such exports, which are increasingly threatened by foreign rail supply companies.

A further recommendation was that the Institute's committee on piggyback development undertake a study of the significance of containerization on the railway equipment and supply industry —in addition to the committee's continuing study of railroad piggyback services. The use of containers is growing rapidly, RPI said, adding that many competent observers already are predicting that standardized containers, suitable for integrated transport by a variety of transportation modes, may eventually account for a major portion of the nation's freight traffic, which will in turn involve many accompanying changes in railroads' plants.

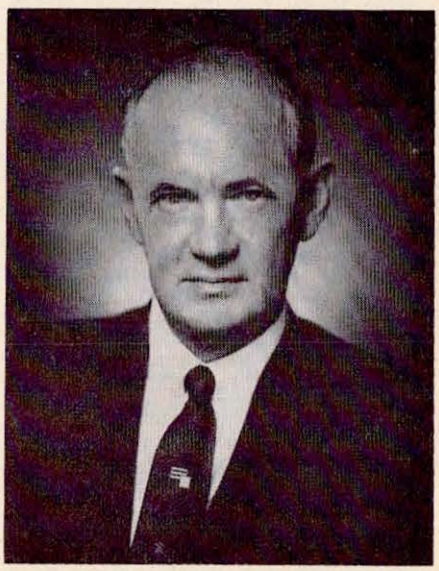
In other areas, the RPI resolved:

- That the Institute compliment the Committee on Executive Development for the success of its Railroad Sales Development Seminar last February, and that steps be taken to make similar seminars an annual feature.
- That the Committee on Transportation Legislation examine both the Commerce Department report on transportation (the so-called "Mueller Report") and the Senate Interstate and Foreign Commerce Committee study now being made by a special group under Maj. Gen. John P. Doyle, and then recommend sound positions on proposals contained in the reports.
- That the Committee on Railway Supply Financing be commended for its work over the last two years in studying and reporting on the various plans for financing of railway equipment and supply purchases, and that the committee's scope be expanded to include a thorough study of the overall effect on the supply industry of a possible expansion of present equipment-leasing arrangements to include all kinds of equipment and other facilities.
- That the Committee on Emergency Planning, the Committee on Passenger Traffic Research, the Committee on Public Presentations, and the Committee on Railroad Purchases be commended and encouraged to continue their assigned studies in the coming year.

John W. Scallan, president of Pullman-Standard, was elected RPI chairman. Mr. Scallan, who rose from vice chairman, succeeds R. A. Carr, president of Dearborn Chemical Co.

The new vice chairman is John D. Cannon, president of Morton Manufacturing Co.

New members of the executive committee are Arthur H. Smith of the Kerite Co. and Charles P. Whitehead of General Steel Castings. Mr. Carr, the retiring chairman, becomes an ex officio member of the committee. In addition to the Messrs. Scallan and Cannon, other members are George L. Irvine of General Electric, W. Lyle Richeson of Westinghouse Air Brake Co. and R. L. Terrell of EMD.



NEW OFFICERS of Railway Progress Institute are Chairman John W. Scallan (left), president of Pullman-Standard, and Vice Chairman John D. Cannon, president of Morton Manufacturing Co.

SP Piggybacks Private Autos

Private-Auto-Piggyback is now available to Southern Pacific patrons traveling between Portland, Ore., and Oakland-Los Angeles, Calif.

The SP experiment for passengers who prefer to have their own autos at destination now provides service southbound from Portland only. Cars may not be shipped to intermediate points.

Passengers delivering their cars to SP's piggyback ramp in Portland before midnight, Monday, Tuesday, Wednesday or Friday, will find them waiting in Oakland after 10 a.m. on the second morning (Wednesday, Thursday, Friday or Sunday). For shipment to Los Angeles autos must be in SP's hands at Portland before 4 p.m. Tuesday, Wednesday or Saturday. They can be picked up in Los Angeles after 10 a.m. Thursday, Friday and Monday.

Three one-way, first-class fares will take passenger and auto from Portland to California. The basic three-ticket rate applies on the auto only should the owner elect to travel by some other form of transportation.

From Portland to the San Francisco bay area travelers may ride SP's Shasta Daylight or the overnight Cascade Streamliner. Similar service is available between San Francisco and Los Angeles.

RRs Expand Marketing Research

Formal marketing research was relatively unknown within the railroad industry as late as 1954. Today, according to a Railway Systems and Management Association survey, 20 of 47 Class I railroads answering the questionnaire have a man or department assigned to do marketing or traffic research work.

Railroad presidents, replying to the survey, rated their marketing research departments on the basis of acceptance and success in research operations. Seventeen of the 20 reported good acceptance of their marketing research departments and three gave them a rating of average. Eleven presidents claimed the success of their departments was "good," two "above average," six "average" and only one "below average."

Executive responsibility for research activity varied with the reporting roads. The survey indicated that while marketing research activity is usually located in the traffic or sales department, three departments report to the executive or president's office, one to the vice president of finance. Of the 16 departments that are a part of the traffic department, eight report directly to the vice president in charge of that department.

The 20 departments reporting employ 29 clerks and 79 staff members. Salaries range from under $8,000 to over $15,000 for the director or manager. Senior personnel are paid from $6,000 to $12,000. Salaries of junior or inexperienced personnel range from $5,000 to $8,000. The inexperienced researcher has a better starting salary on eastern roads than does his counterpart on a railroad in the western part of the country.

Of the 79 staff members all have at least a high school education with 67.1% holding college degrees (18 with an advanced degree). The presidents answering the survey reported that the best hunting ground for research personnel was within their own organization. Outside industry and colleges came next, with only four recruiting help from other railroads.

Marketing research departments engage in various types of activity, but, according to RSMA, the major areas of work are in commodity research, competitive analysis, costing and sales forecasting. One department employs traffic service engineers and is actively engaged in customer research and assistance along the lines of packaging and proper methods of rail car loading and design.

W. H. Cramer, Jr., director of traffic research, SL-SF, who prepared an analysis of the RSMA survey, observes that "this type of activity has been found to be most useful and will continue to expand in the future and will become a permanent function of modern railroad management."

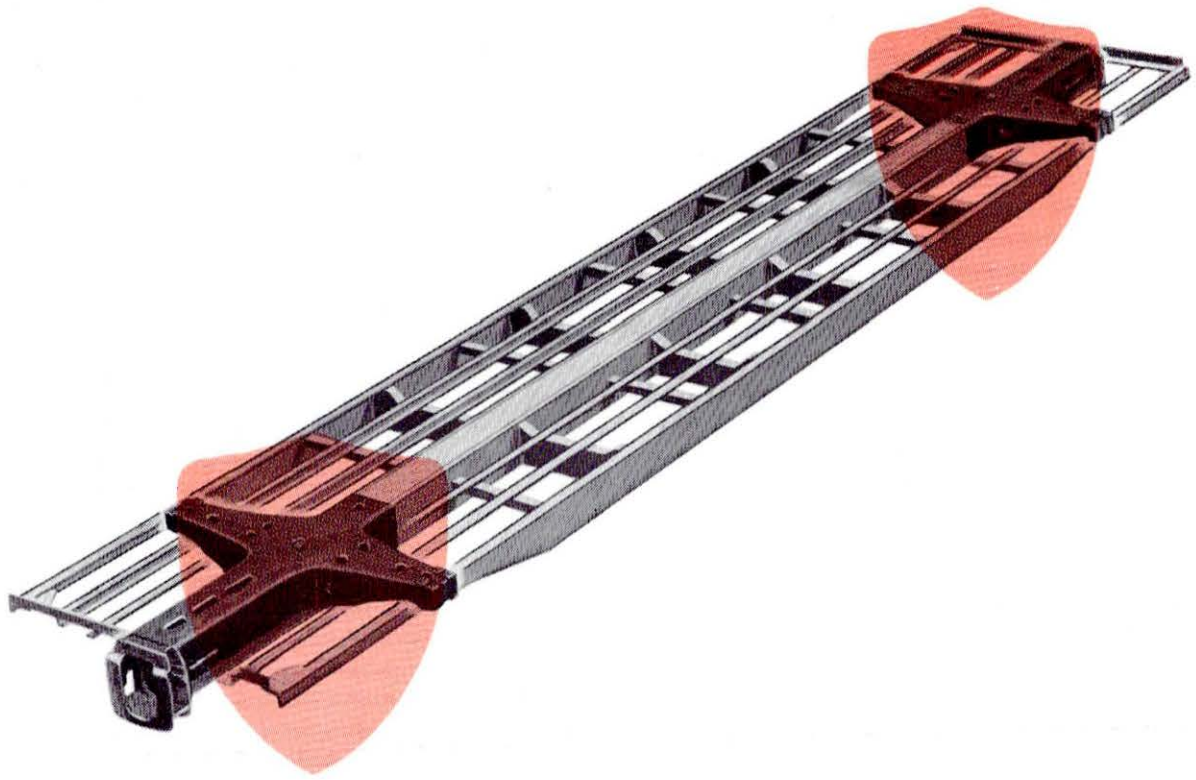
Alaska Rail Link Too Costly?

Prospects for a railroad link between Fairbanks, Alaska, and Central British Columbia were considerably dampened when the Alaska International Rail and Highway Commission was informed such a project would cost more than $400 million to build and would involve an annual operating subsidy of about $34 million.

The Battelle Memorial Institute of Columbus, Ohio, employed by the commission to make a year-long study of transportation requirements of Northern British Columbia-Yukon Territory and Alaska, said the "foreseeable inter-regional freight traffic volume" in the area could be handled by a new highway network linking present and new Alaskan roads with extensions and improvements of the present British Columbia highway system. The institute also suggested that improvement in marine barge service for railroad cars, vans and containers between ports in Alaska, British Columbia and Pacific Northwest ports "would contribute to lower freight costs and result in economic benefits to the area."

Senator Warren G. Magnuson, commission chairman, said the Battelle report will be used in the commission's report to Congress at the next session but only to the extent that the commission finds it appropriate. The Battelle study, it was pointed out, was not expected to take into consideration any military benefits resulting from expanded transportation facilities in the Northland. Senator Magnuson earlier said that "if a defense need" were attached to the plan, financing problems would assume a different outlook. However, no military need for the network has been indicated.

Meanwhile, progress continued slow on the one line that has already been proposed to be built in the area, the Wenner-Gren backed Pacific Northern Railway. A token beginning was made last summer at Summit Lake, where the proposed 697-mile route would join the Pacific Great Eastern, but major construction is reported to be awaiting the solution to several problems, not the least of which is justifying the cost of the road in terms of traffic.



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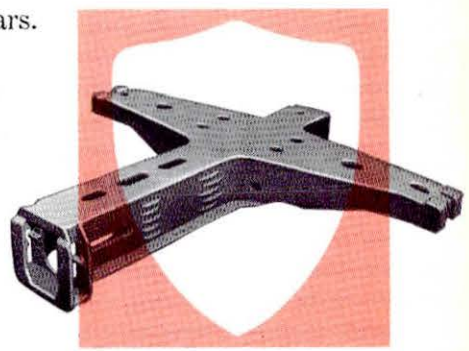

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Order your underframe ends from General Steel . . . the proven source.

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MEMBER

• One of the fleet of new Dry-Flo cars designed and built by General American Transportation Corp. and now widely used by chemical producers, including the Spencer Chemical Company of Kansas City, Mo.

Why major chemical companies also choose POLYCLUTCH LINING FOR COVERED HOPPER CARS

Only POLYCLUTCH assures maximum protection of costly chemicals—such as polystyrene and polyethylene

No matter what you ship in dry bulk—from sugar to soybeans, polyethylene to paraformaldehyde powder—Pittsburgh POLYCLUTCH has been proved the *only* covered hopper car lining that will give you all of these money-saving advantages:

1. **Elimination of contamination loss**
   (POLYCLUTCH is non-toxic, odorless, tasteless—approved by United States Food and Drug Administration.)
2. **Faster loading and unloading**
   (Hard, non-porous surface increases "slip and slide," prevents clinging.)
3. **Lower maintenance costs**
   (POLYCLUTCH is tougher, more flexible, thus reduces damage from impact, abrasion, and repeated cleaning.)
4. **Easier, faster, less costly to apply**
   (Provides uniform, "holiday-free" finish by hot *or* cold spray—higher solids cover greater area per gallon.)

• **General American**—as well as many other companies—has found POLYCLUTCH delivers *all* of the above advantages. Why not let us show you how it can benefit you? Pittsburgh Plate Glass Co., Industrial Finishes, 1 Gateway Center, Pittsburgh 22, Pa.

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Rail vs. Road Costs Compared

► **The Story at a Glance: Rail rapid transit facilities, costing less than $4 million per mile and now operating at about 30% capacity, are doing twice the passenger transportation job being done by a parallel expressway which cost about $10 million per mile—and which is now operating at or near design capacity.**

V. E. Gunlock, chairman of the Chicago Transit Board, spoke out in a pointed testimonial to transport facility integration before the Boston, Mass., meeting of the American Society of Civil Engineers.

Expressways alone cannot meet transportation demands, he declared. But the combination of rail and auto transportation within a single grade-separated right-of-way can provide "the maximum in passenger transportation . . . for each transportation dollar spent."

So far as Chicago is concerned, expressway construction goes hand in hand with rapid transit construction—either rail or bus. Space has been reserved for rail lines in two projects—one nearing completion, the other under construction—and for rapid transit bus lanes in a third expressway scheduled for construction in the near future.

The pilot project in integrated passenger transportation has been Chicago's Congress Expressway. Rail operation in the center strip began in June 1958. Outer terminal facilities and permanent stations on the westernmost section are still under construction; block signals and train control systems in the area are yet to be installed. Much of the expressway itself has been in operation for some time, although the final section of highway lanes was completed just a few weeks ago.

Here's the comparative picture of effectiveness, as presented by CTB Chairman Gunlock:

- The highway, costing about $10 million per mile (four lanes in each direction) "is carrying roughly 7,500 persons inbound during the morning peak hour and about the same number outbound during the evening peak hour."
- The rapid transit line, "costing less than $4 million per mile, carries about 10,000 passengers per hour in the heaviest direction during the morning and afternoon peak."

Thus, Mr. Gunlock pointed out, "rapid transit, operating at less than 30% of capacity, is already carrying 1.3 times as many persons in the heaviest hour as the expressway, which is operating at or near design capacity.

"The importance of rapid transit during the hours of heaviest travel is emphasized more dramatically by an analysis of a [May 1960] count of passengers entering and leaving the Chicago central business district . . . These data show that in a peak 15-minute period the rapid transit line carries over twice as many passengers in the rush direction as the expressway does—approximately 3,100 on the rapid transit, as against 1,400 in automobiles."

The rapid transit facility, he noted, "has a vast reservoir of untapped passenger-carrying ability which may be used simply by adding more cars or more trains. This capacity may be further increased by adding more tracks. The expressway, however, is already at or near its design capacity in the rush direction—even though the final stretch of expressway lanes has just been completed."

By combining the two modes of transport in a single route, he added, "passenger-carrying capacity has been increased three- to five-fold, at a fraction of the cost of building a separate rapid transit facility or an additional expressway."

Thus far, Mr. Gunlock said, the Congress transit line "has had good public acceptance and is gaining riders steadily, although it is not entirely completed and is still operating under adverse conditions. Construction of a multi-story garage at the [outer] terminal for Park-'N'-Ride patrons will increase the attractiveness of the route and will improve its patronage."

The CTB chairman made a strong plea for planning and designing to promote both efficiency and economy:

"Planning and construction for total transportation needs is imperative in the nation's large metropolitan areas.

"Chicago's bold, pioneering venture in the Congress Expressway points the way for conserving dollars collected from motorists, transit riders and other taxpayers for construction of high-capacity transportation facilities and, in our opinion, provides the most practical and equitable means of meeting metropolitan areas' total transportation requirements."

Mr. Gunlock appeared as a member of a panel discussing urban rail and highway transportation.

Milwaukee: New Wide-Door Cars

Milwaukee has placed in service the first of 500 new wide-door box cars built at a cost of $13,000 each. The 50-ft, 70-ton cars are equipped with conventional sliding doors and plug doors to give combined openings of 15 ft 2 in. Other features include roller bearings, brake adjusters, nailable steel flooring and steel lining extending three feet from the floor.

Trains vs. Buses: Commissioner Clarifies

Harrisonburg, Va.

To the Editor:

Your report of the pontifications of ICC Commissioner Walrath in the November 7th issue leaves me quite "shook up"! It must take a tremendous amount of gall, in the first place, for any member of the ICC to criticize *any* kind of railroad service, since this body is greatly responsible for the sad condition the nation's railroads find themselves in today.

Commissioner Walrath's diatribe against railroad coach service makes me wonder how much experience he has had in riding trains and in riding buses. He advises the bus lines to concentrate on an appeal to "the budgeted coach traveler who wants freedom of movement and a good time as he travels." In heaven's name, where is there *less* freedom of movement, or *less* of a good time in traveling, than on a bus?

In one section of his pep-talk to the bus operators, Commissioner Walrath berates the railroads for "still pampering the passengers of 'glamour' trains" and then goes on to encourage the bus people to provide more runs furnishing rest rooms, snack bars, and hostesses. How inconsistent—or should I say, how prejudiced can you get?

I am not a railroader . . . only a small businessman . . . but I would like to challenge him to show me where the *average* bus service comes anywhere close to equaling the *average* railroad coach service. I travel quite a bit every year, and I rather suspect the commissioner's recent railroad coach experience has been confined to one heavily-traveled route between two major eastern cities. . . .

Admittedly, there is room for improvement, but considering the tremendous handicaps the railroads are operating under, I think their service is mighty good, and they can count on at least one passenger who will continue to patronize them until the last train is pulled off.

C. Grattan Price, Jr.

Commissioner Walrath replies:

[ICC] Chairman Winchell has shown me a copy of the letter which Mr. Price of Harrisonburg, Virginia, wrote to you concerning my remarks of October 27, 1960, before the National Association of Motor Bus Operators. Ap-

Watching Washington *with Walter Taft*

• **THE WELL-STUDIED** ICC is in for further scrutiny. It will get another once-over in the regulatory-agency study which James M. Landis is making at the request of President-elect Kennedy. Mr. Landis, a New York attorney, is a former dean of Harvard Law School. And, in New Deal days, he served in turn as chairman of the Securities and Exchange Commission and of the Civil Aeronautics Board.

THIS WILL BE THE FIFTH recent study of the Commission. Early this month, reports were made on two such inquiries—that made for the Bureau of the Budget by Booz, Allen & Hamilton, management consultants, and that made by the Commission's own Special Advisory Committee on Interstate Commerce Commission Practices and Procedures (RA, Nov. 14, p. 10).

TWO OTHER LIKE INQUIRIES were under way before the Landis study was announced. They are that being made for President Eisenhower by a so-called Presidental conference headed by Chief Judge E. Barrett Prettyman of the U.S. Court of Appeals for the District of Columbia, and that being made for the Senate's Interstate Commerce Committee by the General Accounting Office.

THE LANDIS INQUIRY, as Mr. Kennedy explained, will be "with a view to maximizing the effective dispatch" of the regulatory agencies' business. Mr. Landis will submit a preliminary report to the President-elect by December 15.

THE COMMISSION'S STATUS as an agency of Congress, of course, leaves it free of Presidential influence—except to the extent that appointees of a President may promote his views. Thus, recommendations of the Landis study will not be binding on the Commission, even if endorsed by Mr. Kennedy. The same is true of recommendations of the Budget Bureau, an executive agency, for which the BA&H report was made. This was made clear several years ago when the Commission rejected a request by former President Roosevelt that it clear legislative recommendations with the Budget Bureau.

ONLY TWO ICC MEMBERSHIPS will be vacant when Mr. Kennedy takes over in January. They will be the vacancy created last March by the resignation of Anthony F. Arpaia, and that which will come Dec. 31 with the expiration of Chairman John H. Winchell's term. The President-elect will thus be in a position to convert the Commission's Republican majority of one into a like Democratic majority, as the law allows; but he won't be in a position to give the Commission a general revamping.

PRESIDENT EISENHOWER undertook to appoint Timothy J. Murphy, a Boston attorney and "Nixon Democrat," as successor to Mr. Arpaia. The nomination was cleared by the Senate's Interstate Commerce Committee, but it died on the Senate calendar when Congress adjourned in September. While Mr. Kennedy, as a Massachusetts senator, did not then oppose his fellow Bay-Stater, he is not expected to make Mr. Murphy one of his nominees for the Commission.

His Position

parently he had seen only the summary as contained in last week's Railway Age under your column "Watching Washington" and based his opinion upon that. You, of course, had before you the complete copy of those remarks.

This note, therefore, is not prompted by a necessity to explain to you or your publication the spirit in which my remarks were made but rather to place the matter in what I regard as being the proper light.

To begin with, I regret sincerely that anything I may have said, whether in or out of context, could be construed (even by one person) as critical per se of railroads, particularly in their depressing battle against passenger deficits; this is especially disturbing inasmuch as I actively participated in and helped write the Commission's report following its investigation in *Railroad Passenger Train Deficit*, Docket No. 31954, 306 I.C.C. 417. Based upon the record therein I had, and have, the greatest sympathy for the seemingly insurmountable burden those losses place upon the industry's efforts to serve the public.

You understand, of course, that I was speaking to bus operators, not to railroad people or the general public, and my references to railroad passenger services were at the most incidental to my principal theme. Even so, in retrospect, and on reading the excerpts in cold print, I would prefer to have said that I was "concerned" or "disturbed" rather than "shocked." Since, however, my purpose was to inspire improved service by those who alone remain in business to serve the public in many instances, my choice of words was directed toward that end without refinements. Certainly had my remarks been directed to a general audience, discussing rail service as such, in all fairness I would have called attention to the many exceptions to the general statements, emphasizing, for example, such improvements as "Slumbercoach" and similar plans, as well as the C&NW's modernized commuter service, which I understand "pampers" even the daily rider. These are simply illustrations of the *many instances* in which railroad coach business is *not* being "done in the same old way."

The fact of the matter is, however, that with the great number of pas-

(*Continued on page 33*)

"CALL FOSTER" Get Relayers PLUS

If your on-line siding customers plan to expand or repair in-plant trackage, count on L. B. Foster Co. for Quality Relaying Rail at lowest cost . . . "plus" all the necessary new track accessories and switch material—even the track tools to do the job.

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Pittsburgh 30, New York 7, Chicago 4, Houston 2,
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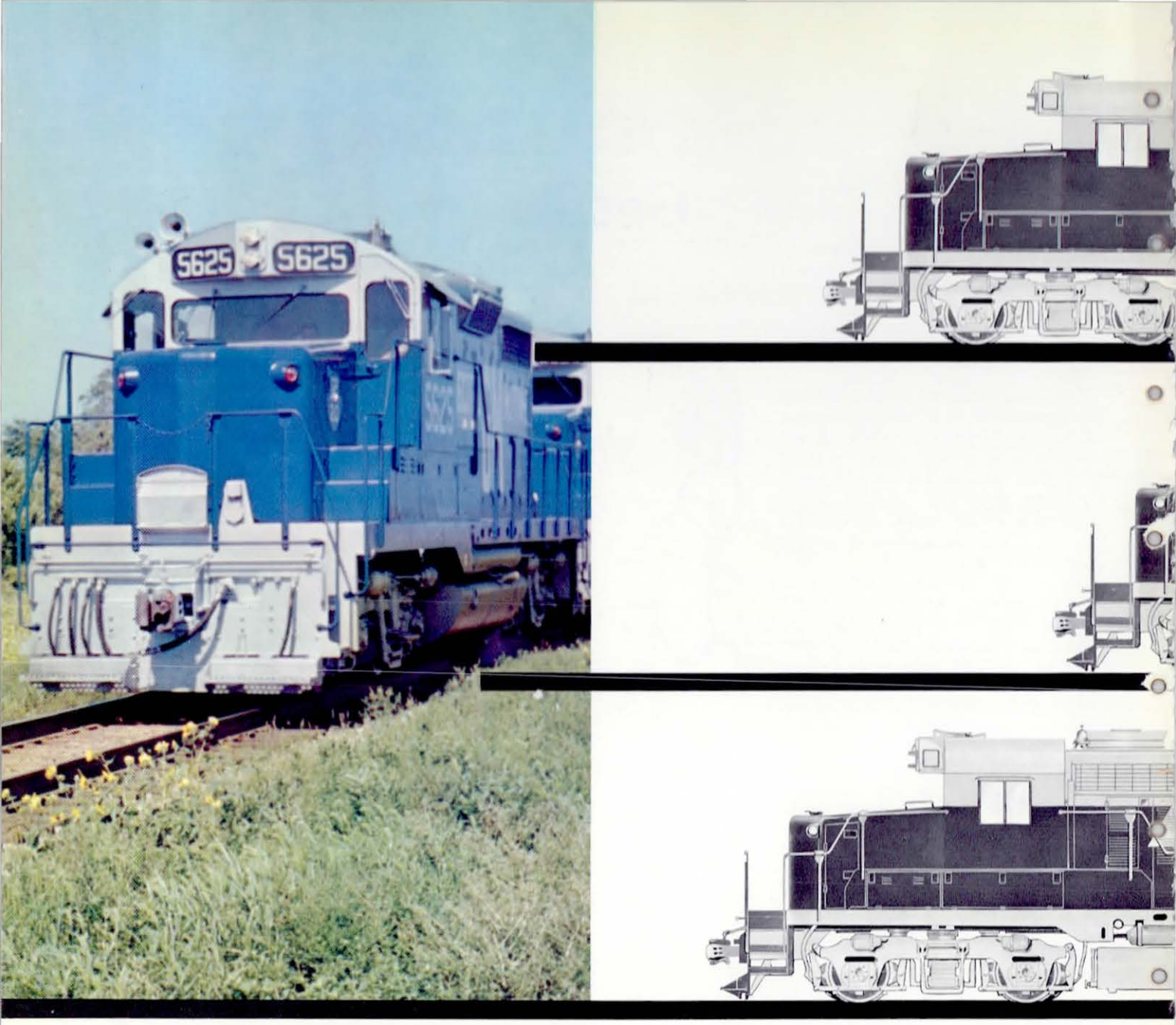

Three GP-20's will do the work of

and pay for themselves in less than five years

The locomotive replacement plan — more power with fewer locomotives. The General Motors Locomotive Replacement Plan enables you to reduce the number of locomotives in your fleet while retaining or increasing total power. Three 2000 horsepower GP-20's will do the work of four 1500 horsepower locomotives while effecting important improvements in economy and efficiency.

We pay you cash for your old locomotives. Take a consist of four 1500 HP locomotives. Replace three of them with GP-20's. General Motors pays you about $40,000 per unit for your old locomotives. And since three GP-20's will do the work of four older units, you gain an extra locomotive with no increase in fleet size.

You get a 10% reduction from new GP-20 price. Certain long-life components from your old locomotives may be remanufactured and modernized, then incorporated in your GP-20's. You get new locomotive performance, warranty, and economy at well below new locomotive price.

four of your present locomotives...

Eliminate next major overhaul of old locomotives. By proper timing of locomotive replacement, you avoid spending about $50,000 per unit by turning them in just *before* next major overhaul.

Two important repair cost reductions. When you replace three older locomotives, repair cost reduction is immediate and significant. And by eliminating one unit from the consist, you have permanently eliminated repair costs on this unit.

Reduced fuel consumption means additional savings. A three-unit consist of GP-20's is much more efficient than your four-unit consist of older locomotives. In fact, the GP-20's are more efficient than your older locomotives were when new. *Write your Electro-Motive Representative for more information.*

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GEARED TO PROGRESS
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What's Your 'Award Quotient?'

How well do you understand awards under the Railway Labor Act? If it were your responsibility to review decisions reached in the investigations summarized below, would you sustain or deny an appeal? Check your reaction against that of the carrier officer who actually conducted the investigation—and against what happened later when the case was appealed to the National Railroad Adjustment Board.

Here is another set of actual cases and decisions, as reported by I. L. Fardal, Soo Line Division Superintendent, in *Manual of Investigation and Discipline Procedures* (available from Mr. Fardal, 1308 Wisconsin Ave., Gladstone, Mich. at $3.00). To test your skill in investigations, read the cases here and mark whether you think the decision would be sustained or denied. Then check answers on p. 30.

This department welcomes questions and answers from readers at all levels of responsibility in railroading and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to: Question and Answer Editor, Railway Age, 30 Church St., New York 7, N.Y.

1

SUSTAIN ☐

DENY ☐

Following a surprise efficiency test, a flagman was dismissed for delaying a train by flagging an excessive distance. Several flag men had been disciplined following previous flag tests, and this man apparently wanted to avoid criticism on this count. In doing so he badly delayed his train. The employee asked for reinstatement on the ground that he had violated no rules.

2

SUSTAIN ☐

DENY ☐

A switchman, injured at work, sued for damages. He won the case and recovered a verdict of $20,000, for which judgment was entered and duly paid. The issue of permanent disability had been presented to the jury at the trial. Later, the switchman entered a claim for restoration to service saying that he was then physically fit. He also asked pay for time lost from date withheld from service.

3

SUSTAIN ☐

DENY ☐

A newly employed brakeman, disciplined following a personal injury alleged to have occurred because of violation of a safety rule requiring brakemen to retain a hold on a grab iron when alighting from a car, was later injured again when knocked from a car by a trailer parked close to the tracks. This injury was alleged to have resulted from violation of the safety rule requiring brakemen to maintain a lookout in the direction of movement. The claim asked that discipline be set aside.

4

SUSTAIN ☐

DENY ☐

A ticket clerk was disciplined for improper performance of duty after checkers for the railroad gave evidence that the clerk had supplied incorrect train information, made over-charges on tickets, and, in one case, had suggested to a customer that he take a competing line in preference to the railroad involved. The improper performance reported covered a period of four days. The clerk's claim contended that the actions charged were not grounds for disciplinary action.

5

SUSTAIN ☐

DENY ☐

A fireman was taken out of service following an altercation with another employee and was discharged seven days later. The schedule rule stated "an employee . . . will not be dismissed, taken out of service, nor have an unfavorable entry made against his record until he has had a fair and impartial investigation. . . ." The carrier contended that the agreement did not cover taking an employee out of service pending an investigation; the employee asked for reinstatement, claiming it did.

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RPI
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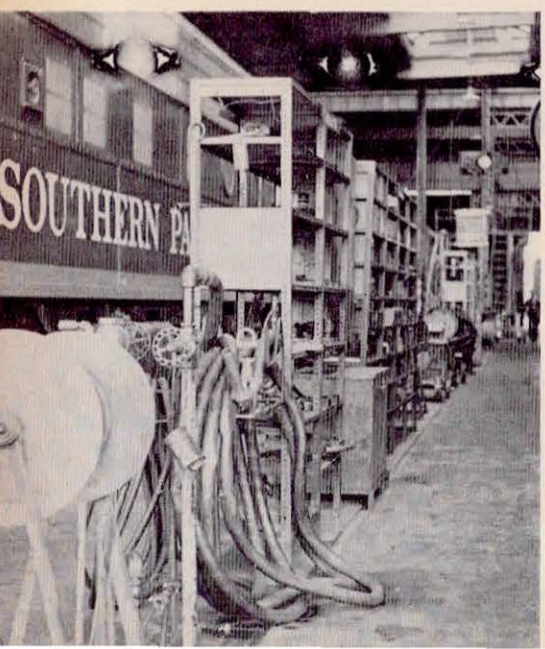
STOCKS OF REPAIR PARTS are set between pairs of repair tracks for easy availability. Materials used in adjacent "spots" are placed on the racks. Overhead crane serves this repair area.

How SP Speeds Diesel Repairs



HOSES on platform supply compressed air, plain and treated water, and lubricating oil. Used oil is drained from units through another hose.

The Southern Pacific's four-spot diesel repair system has sharply increased maintenance production at its Ogden, Utah shop. The system, used exclusively for Electro-Motive F-type road-freight units, began operation February 1, 1959.

Here's an example of how fast the system works: The Ogden shop turned out 47 so-called annual inspections last February, an increase of 227% over February 1958. During 1958, annuals outshopped averaged 13.91 per month. The present daily output at Ogden is approximately 1.7 annuals, 3 semiannuals, and 14 other types of diesel work, including monthly, quarterly and running repairs. (Annual, semiannual and monthly work refer to Interstate Commerce Commission requirements for inspecting and testing locomotives other than steam, plus the preventive maintenance work scheduled by the railroad for those time intervals.)

This production rate was accomplished, not by a speed-up in operations, but by careful analysis and scheduling of work for the different classes of maintenance and periodic inspections. Specific tasks were allocated to each of the four spots. Workmen perform progressive maintenance at each spot with minimum interference from each other.

When the system was set up, manu-

facturer's specifications were used for the different repair operations. That procedure was not satisfactory, particularly for running repairs and with respect to the need for keeping power operating on the road.

For more than two months, SP personnel rode locomotives over the Salt Lake division to determine the recurring causes of trouble. Their riding reports, plus observations by enginehouse foremen, were consolidated with the ICC requirements to set up the present preventive maintenance program. After the spot system was set up, a two-day check was made at each of the four spots to assure that continuity, adequate coverage and timing of the various jobs was maintained. Generally, in moving to the next spot, all work scheduled at the previous spot has been completed.

Under the system, space is utilized for four spots on each of three through tracks covered by a 125-ft roofed extension at the shop's west end. The tracks are Nos. 13, 14 and 15. All annual work is performed on track 15. Monthly, quarterly and running repair work, such as removal of heads or liners to eliminate any water leaks, is done on track 14. Semiannuals and heavy breakdowns are assigned to track 13.

Annual Jobs Take 32 Hours

Time intervals on the spots are based on work assignments. Annuals require 8 hours for each spot; semiannuals, two hours; running, monthly and quarterly repairs, 45 minutes. Therefore, an annual moves through in 32 hours, a semiannual in eight hours, and running repairs in three hours. When continuity based on work load permits, a running repair leaves the shop every 45 minutes and a semiannual every two hours. The present work schedule calls for one shift on tracks 13 and 15, and three shifts on track 14. The day shift totals 20 men.

The flow of power through the shop is from south to north. Tracks 13 and 14 have an advanced spot where assigned work is done before the locomotive is placed on spot 1. This prior work includes removal of carbody filters, false ceiling, doors, panels, and covers on all electric cabinets, generators and motors. The motors, generators and cabinets are blown. Covers are taken to the lye vat, cleaned and returned to the unit. Carbody filters go to the filter room for reconditioning.

The advanced spot for track 15 is north of the shop in the so-called North Forty. Complete inspection and cleaning is done there before the locomotive is moved dead to spot 1. A clip board containing the engineman's inspection report and work sheets is put on the northwest end of all units when they are placed on spot 1 of each track. The board remains in that location until the unit is moved off spot 4.

A work schedule is posted on a bulletin board at the center of each spot location. Each craft has a separate list detailing the work to be done by it. For example, the work at spot 1 on track 15 is covered by lists for the following workmen: machinist, machinist apprentice, electrician, electrician helper, carman and laborer.

Assignments are flexible. They depend on the amount of work and priority of power on each track. Apprentices, helpers, laborers and some mechanics follow up work on two or more spots on the same track and move to similar spots on other tracks.

Necessary truck and traction motor work is performed when wheels must be removed because of wear or other defects. Trucks are changed on track 12. A 100-ton overhead crane lifts the locomotive off the trucks, which are then sent to the truck shop. Swing trucks with traction motors are available. Other repairs, such as blowing, cleaning and brush-changing, are done on the spot tracks. Roof hatches are removed on all annuals when complete head, liner and piston assemblies are changed out. All necessary bearing changeouts are done at this time.

Auxiliary equipment is cleaned and repaired on the unit, unless it is defective and requires removal. Air brake equipment is removed and replaced with parts that have been cleaned and repaired in the shop. Air compressor work is done without removing the compressor. Components, such as complete assemblies, governors, injectors, blowers, traction motors and other electrical rotating equipment, are sent to one of the general shops for reconditioning. A working pool of these and other parts is maintained in the Ogden shop. If an engine or main generator must be removed, the unit is not placed on the spot system.

Oil is changed every 90 days in the EMD units. All filters are changed out at spot 2 on the three tracks.

Each of the four spots has a distinctive color scheme to help keep tools where they belong. Colors are the same for all spots, regardless of what track they are on. Tool racks and tools are painted the color of the spot to which they belong. Each spot has a complete set of tools. It is easily noticeable in working the spots if, say, a red or yellow tool is being used in a green section. All materials needed are placed in racks at each spot.

The Ogden shop maintains the 204 diesel units assigned to the 538-mile Salt Lake Division. Included are the 138 EMD F units maintained under the four-spot system. The shop also maintains, in the conventional way, 66 Alco diesels: 42 passenger units, 5 1,600-hp branch line switchers, and 19 1,000-hp switchers. The freight units average 10,000 miles a month, the passenger units 22,000 to 24,000 miles.

INSPECTION PITS adjacent to west end of repair building are equipped to supply fuel, water, and sand needed during normal daily servicing.

Aging locomotives demand...

an immediate solution:

Age is catching up with the U. S. motive power fleet. Most of the locomotives were put in service eight to 12 years ago, and they are obsolete in terms of today's requirements for horsepower and versatility. Maintenance costs are rising while productivity falls off.

Many railroads see that these locomotives must be upgraded, to meet competition and raise profit. So far, the investment has seemed too high and payout too distant. But now there is an immediate solution.

That solution is the ALCO 251 diesel. Combined with other modern components, it delivers the kind of return needed to justify upgrading. ALCO 251 Reprofiting plans achieve this high performance with maximum reliability, while holding costs low with useable components from the old units. Reprofiting plans avoid major overhaul expenses, reduce capital requirements and permit realistic depreciation. Cash investment can pay out in one to three years.

In addition, by programming 251 Reprofit, repetition of the peak investments of a decade ago is avoided. A modern fleet can be built and kept up to date on a planned basis.

Such programs are profitable because the 251 Reprofited locomotives deliver more ton miles per dollar. Gains are as high as 50%. The ALCO 251 has much lower operating costs than older engines (fuel: 10% saving; lube oil: 40% saving; maintenance: 60% saving) so a high-power 251 runs for less than the existing, low-power engine. The Reprofited locomotives are all-purpose, adding needed flexibility to operations.

The ALCO 251 has been proved over five years and 200 million miles. It is built in a range to 2400 hp. Ratings are conservative, and the engine's unique capacity for more output is an asset for the future.

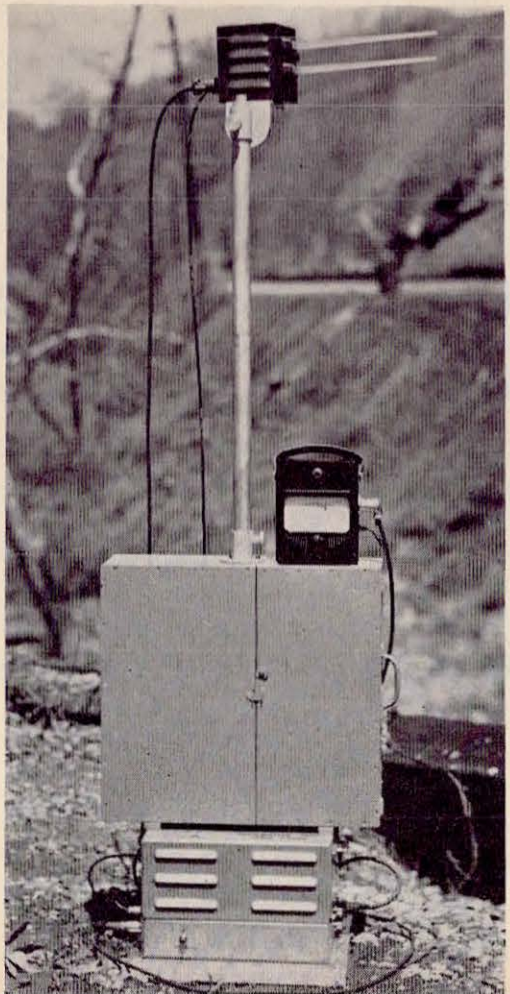
Each railroad's existing motive power is different, but each faces the problem of aging locomotives. An ALCO 251 Reprofiting program can begin now to provide a solution leading to a modern, profitable fleet.

ALCO **ALCO PRODUCTS, INC.** *Product quality comes first*

N&W Uses Radar Speed Meter

▲

FOR AUTOMOBILE USE, the meter's power supply cable has a cannon plug attachment for mounting on the dashboard, with connections to the automobile battery. A pushbutton switch on the mph meter connects the meter through a dropping resistor to the battery terminals, a darkened area on the meter scale indicating that the battery voltage is within an acceptable range.



RADAR SPEED METER has a transistorized power supply that operates on 12 volts dc and draws 4.5 amp. The meter can be connected to a pen graph recorder so that a recording chart can be made of train speeds, together with time indications. ▶

► The Story at a Glance: A portable radar speed meter is used by Norfolk & Western to check train speeds. It may be used at trackside or at a point remote from the right-of-way. The radar meter has also been used to check speeds of freight cars moving on classification tracks in retarder yards.

Due to the importance of strict observance of speed restrictions, railroads often find it desirable to make independent checks of train speeds without crews being aware that such checks are being made. The Norfolk & Western, following this practice, has recently begun using a radar speed meter. The meter's accuracy and portability make it a desirable instrument for speed checks. N&W uses the meter at trackside and along adjacent highways.

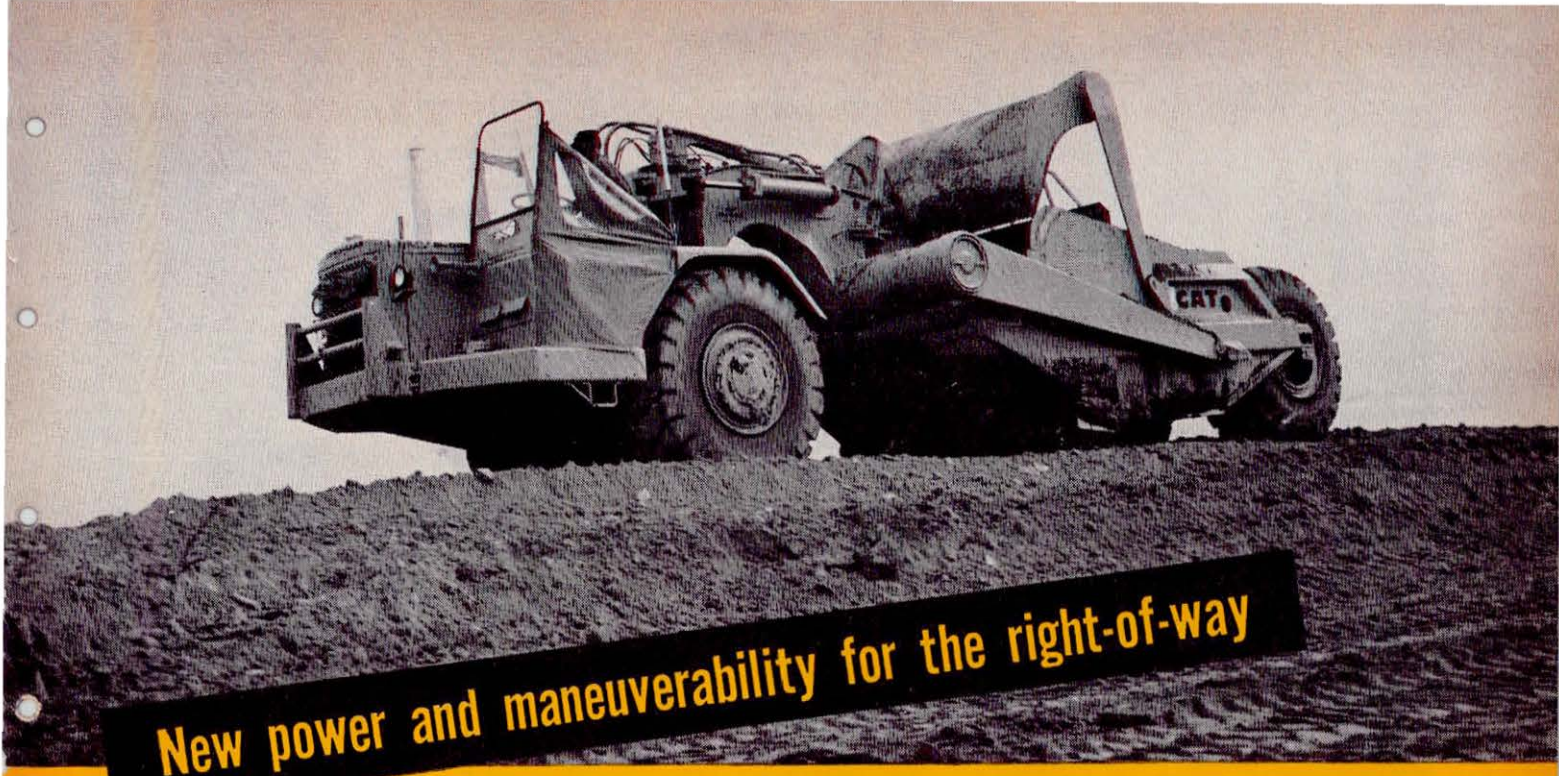
Power for the unit when operated from an automobile is supplied from the auto's regular 12-volt battery. When used at trackside at locations not accessible by automobile, the meter gets its power from a portable 12-volt battery. Only a few moments are required to set it up for operation. Thus, the N&W speed check may be widely varied rather than confined to one or two locations, as is the case with some other types of checkers.

The N&W uses the Model 500 Trainmaster Radar Speed Detector furnished by the Railroad Materials Corporation. The unit has three basic components: (1) antenna with transmitter-receiver unit; (2) amplifier power supply; and (3) miles-per-hour meter. The unit can be adjusted to operate on three different ranges. When the range switch is set on maximum, the train speed may be checked for a distance of 2,000 ft or over. The antenna can be rotated 180 deg. The radar unit operates on a frequency of 10,525 mc.

The miles-per-hour meter has a range of 0 to 100. Its accuracy is −1 mph, +0 mph at 50 mph, and −2 mph, +0 mph at 100 mph. The meter can be preset to a violation limit so that only those trains exceeding the preset limits will register on the meter. In addition, a continuous speed check of the entire train from front to rear is secured as the train moves by the check point.

The transistorized power supply operates on 12 volts dc and draws 4.5 amp.

In addition to checking train speeds, N&W has used the meter to ascertain velocities of freight cars rolling on classification yard tracks. Such checks are useful in adjusting the retarder control equipment.



THE 619-442 TRACTOR-SCRAPER TEAM

Top speed: 30 MPH—turning diameter: 30 feet

OTHER FEATURES OF 619B—442B

CAT 442B SCRAPER with exclusive LOWBOWL design provides a faster load rate due to less resistance throughout loading cycle.

UNIT CONSTRUCTION provides easy accessibility. Transmission, differential, and cable control can be removed from the tractor as a single unit. Flywheel clutch can be removed as a unit.

PLANETARY FINAL DRIVES contribute to over-all accessibility. By removing six cap screws in the planet carrier cover, each axle can be removed from the tractor.

INCREASED OPERATOR EFFICIENCY. The new two-jack hydraulic steering system makes the 619B extremely easy to maneuver, yet retains the important feel-of-the-road. The motion-reducing Torsionflex seat is standard on the 619B.

ALSO: Six forward speeds, two-speed reverse constant mesh transmission—standard wide-base 26.5-25, 24-ply tubeless tires all around. Choice of in-seat gasoline starting or direct electric starting. Dry-type air cleaner.

Nation-wide Cat Dealer organization maintains more than 300 stores throughout the U. S. There's one near you for quick service, day or night, eliminating the need for you to stock parts.

Maneuverability, roadability, power for fast acceleration, power to negotiate adverse grades, big capacity yet compact enough to operate on restricted rights-of-way—this is the Caterpillar 619B-442B team.

Here are the facts. Judge for yourself how the 619B can pay off in production:

Maneuverability: 90° turns; 30-foot turning diameter.

Performance: 30.2 MPH top speed; 26,700 lb. rimpull.

Capacity: 14 cu. yd. struck, 18 cu. yd. heaped. Also available is the 25-ton PR619 Rear Dump Trailer built by Athey Products Corporation.

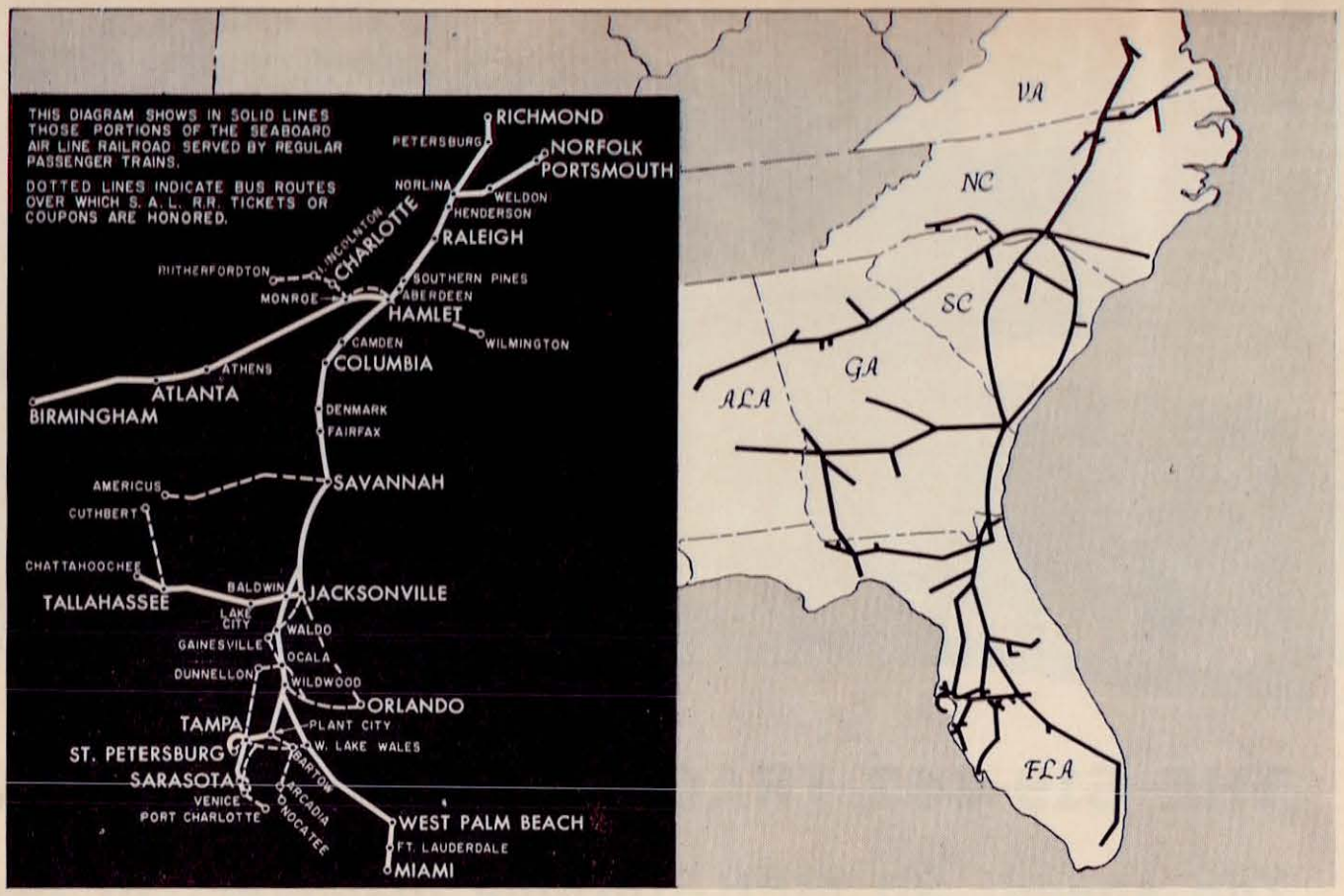
Advanced design 619B combines two-wheel traction with four-wheel speed and roadability. It results in more cycles a day, stepped-up production and less operator fatigue. And like all Cat equipment, high availability is built into this team. Ask your Caterpillar Dealer to demonstrate it on your right-of-way. See for yourself how the 619B-442B steps up production and cuts costs on the toughest assignments.

Caterpillar Tractor Co., General Offices, Peoria, Ill., U.S.A.

CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

NO. 1 FOR THE RAILROADS THE 619B-442B



PASSENGER ROUTES that no longer match up with route maps are corrected by Seaboard's timetable insert.

Insert Maps Help Sell Tickets

The steady decline in routes over which rail passenger service is available has created a special difficulty for passenger rate men and ticket agents—and also for travel agents and the general public. Standard railroad maps, including those in timetables. are no longer an accurate indicator of where passenger service is available. With few exceptions, these maps show a line's total mileage rather than its passenger routes. There is no easy way for a passenger to tell at a glance where passenger service is available and where it is not.

At least one road with important passenger revenues has been experimenting with a dual-map arrangement to help overcome this problem. Seaboard Air Line now uses an insert map showing passenger routes, along with its conventional system map, in passenger publications.

Beginning with the map on the back cover of its System Inter-Divisional and Joint Passenger Tariff publication, SAL extended use of its passenger map insert to public timetables with the Spring 1960 timetable change.

Following favorable comment on this innovation (one prominent foreign line ticket office wrote: "Have seen your new map in your timetable and think it is a wonderful idea. Sure hope the other lines follow suit . . .") SAL started using the same insert in the Official Railway Guide, beginning with the August 1960 issue. As J. D. Makinson, who strongly promoted the passenger map idea for several years before his retirement Nov. 1 as SAL passenger traffic manager at Richmond, pointed out: "The insert must be kept up to date to be of dependable value, but the insert can be changed at a very small cost."

Seaboard's experience with its own insert map has been favorable—so much so that SAL has been pushing the idea with other carriers, with the hope that eventually a composite map will be available, showing all routes where passenger trains are operated. In describing the need for such a map, Mr. Makinson referred to a discussion of travel agencies in the Railway Age Letters from Readers department, and in particular to a letter which read, in part: "The rail guide, to which we subscribe, has no complete rail map that would help in planning connections readily while the passenger waits." The same letter emphasized one point particularly: "The fact that we have in our offices the following sales aids makes the sale of air over rail incomparable: ticket stock, airline tariffs that cover 'through fares' over combined lines and portion of same, up-to-date routing maps, easy-to-read schedules and good quick reference materials. . . ." (RA, June 6, p. 13).

The next step in getting a composite passenger map, either in the Official Guide or separately, is up to the other roads. The matter has been discussed. At last month's annual meeting of the American Association of Passenger Rate Men, SAL Chief Rate Clerk R.D. Tankersley described the value of a composite map as Seaboard sees it. Although no action was taken by the rate officers, no insuperable difficulties in the way of such a map were raised.

Liners Cut Hide-Car Costs

Contamination of floors and sides of box cars used in shipping salted hides has long been an expensive nuisance for Midwestern roads. Hides from freshly slaughtered meat animals are kept in special cellars until market demand calls for shipment to leather processors. Hide prices vary considerably, and, to get the traffic, railroads must offer prompt service when a car is requested.

The difficulty is that hides are preserved in salt, which draws juices from the meaty section of the hide. This permeates the wooden lining of cars to such an extent that one trip as a hide car is enough to condemn a car for other service until it has had an expensive overhauling, including steam cleaning. Additional problems are caused by brine seeping into the steel structure, where it can weaken draft gears and cause metal parts to be exposed to the lading.

At one time railroads used any kind of obsolescent equipment for hides. But hides have since become more valuable, and large damage claims can result from hides rubbing against exposed metal in the car while in transit.

One solution to the problem has been described for Railway Age by E. T. Parker, trainmaster, Illinois Central, who also provided the accompanying illustrations.

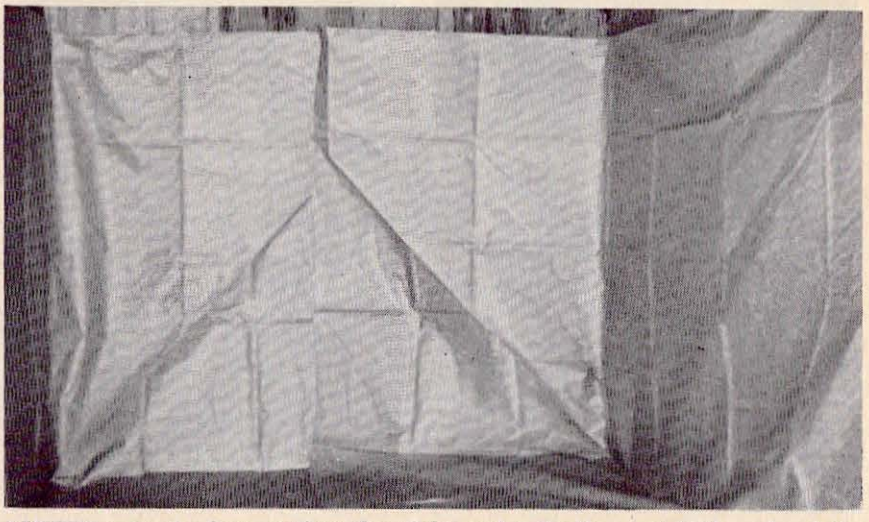
Moisture-proof car liners can be used, Mr. Parker says, to confine the brine and avoid contaminating the car. Similar liners, except that they are not required to be moisture-proof, are familiar in the Midwest already, where they are extensively used to keep small and slippery flax seed in a car during shipment.

The liners Mr. Parker uses are identified as 30/30/DK, supplied by the Kennedy Car Liner & Bag Co., which also makes flax liners. The liners can easily be applied at any station, Mr. Parker says, and will convert any reasonable class "C" car to a hide box without danger of contamination. The liners come folded in a compact package and can be installed by one man using a paper washer or stapling gun. When all four sections have been applied, one to each corner and side, the interior has been completely covered, up to 54 in. high.

At the unloading point, the car liner is removed and destroyed, which makes it possible to release the car for other loading. The heavy grade liner, impregnated with asphaltum, offers protection against car damage as well as contamination.

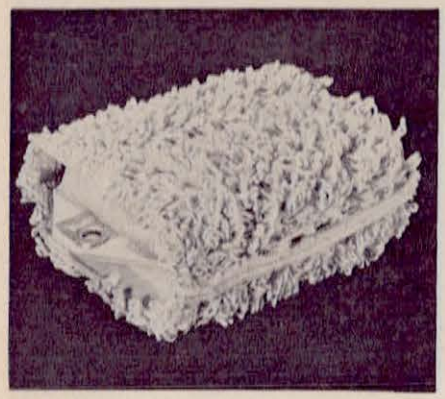
HIDE TRAFFIC, because it contaminates car interiors, ties up many cars that cannot be used for other service without costly cleaning.

PAPER LINERS may make special cars unnecessary, an IC trainmaster suggests. Liners can be easily transported and installed by one man.



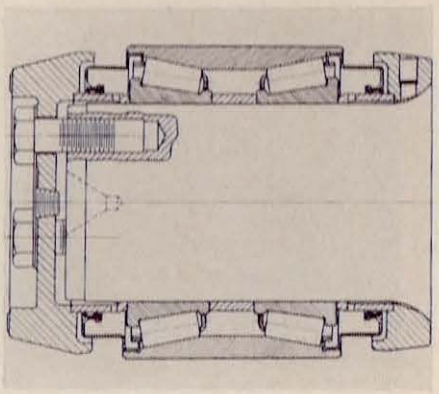
LINERS come in four sections for right and left sides and both ends of the car. Seams are completely closed and overlapped. Liners are discarded after use.

New Products Report



Journal Lubricator

The Atlas journal lubricator has all-cotton lock looped fabric over a nitrile foam core and features center feed wicking. The ends are recessed for minimum collar and fillet wear. The lubricator is said to hold 4½ pts oil in a saturation test and 3½ pts for both wicking and feed tests. The device is AAR-approved for test application in interchange. *Beck & Blatchford Corp., Dept. RA, 80 East Jackson Blvd., Chicago 4.*

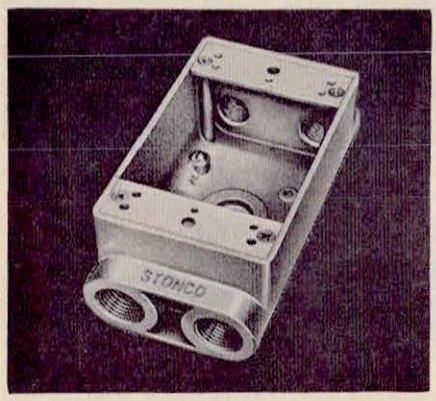


Tapered Roller Bearings

The Brenco crown-taper roller bearing is designed for high-speed, nonstop service. The rollers are tapered to enable the bearing to handle radial or thrust, or both, loads in any direction. The bearing can be applied to all types of freight-car trucks and, under normal freight service, needs lubrication only at three-year intervals, or at time of wheel change. *Brenco Incorporated, Dept. RA, 316 East Main St., Richmond, Va.*

Multi-Copy Forms

A six-part form with interleaved carbons, all perforated, is electronically glued to provide perfect register for these continuous forms. The multi-copy forms can be used in high-speed data processing equipment or in typewriters. They are equally adaptable to equipment with or without sprocket feed attachments. They are adaptable for waybills, purchase orders, etc. *Hamilton Autographic Register Co., Dept. RA, Hamilton, Ohio.*

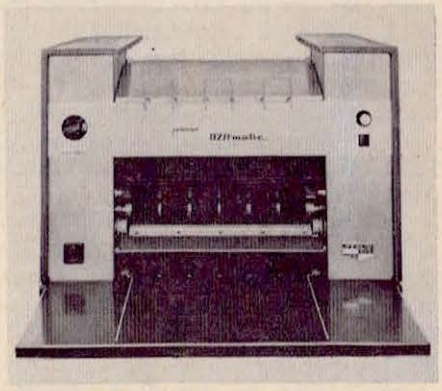


UL-Approved FS Boxes

Three new series of completely interchangeable FS boxes fit every cover, plate and wiring device on the market today. Designed for greater structural strength with less weight, the boxes are precision die-cast aluminum with grounding screws, inside mounting knockouts and back drainage "feet." Available in ½-in. and ¾-in. sizes in 10 hub sizes. *Stonco Electric Products Co., Dept. RA, 333 Monroe Ave., Kenilworth, N. J.*

Radio Base Station

The 2L transistorized radio base station provides 50 watts output on 150-174 mc. It operates on 117 volts ac. Included with the 2L is a line termination unit with 6 ft of interconnecting cable. Only connection needed is a single pair telephone line from the control point to the antenna transmission line. The 2L is interchangeable with 2V mobile units. *Industrial Electronics Products, Dept. RA, Bendix Radio Div., Baltimore 4, Md.*



Office Whiteprinter

A whiteprinter is engineered for processing sensitive films but equally capable for all office paper work. A table-top copier, the unit will handle running prints from photographic film positives, producing transparencies for overhead projection, and processing double-coated sensitized materials. The unit will handle prints up to 13 in. by 18 in. *Ozalid Division, General Aniline & Film Corp., Dept. RA, 66 Corliss Lane, Johnson City, N.Y.*

Editors Afield

DALLAS, TEXAS

Texas & Pacific has two hotbox detectors in service, one in CTC territory, the other in Absolute Permissive Block signal territory. The detectors are not inter-connected with the signal system. In both systems the CTC or telegraph operator reads a pen graph recorder tape. Upon observing a hotbox indication he controls a special indicator to display an alternate flashing red light, which tells the train crew that a hotbox has been detected. They are to stop the train and call in to the operator, who will tell them the location of the hotbox. The special indicator consists of two red lamps mounted one above the other—atop the ventilating pipe of the relay bungalow in CTC territory; and on an automatic signal mast below and to the right of the main signal head in block signal territory.

Incidentally, almost everyone I have talked to seems pleased with hotbox detectors, despite "growing pains." Railroad men comment that invariably the biggest stumbling block to the best detector operation is trainmen who will not thoroughly check an indicated hotbox by lifting the journal lid.

Western Pacific is using a Varityper machine to letter signal drawings. Signalmen claim it to be faster than hand lettering and better than a typewriter in that the letters are clearer and sharper. They use different sizes of type. The WP machine has a 30-in. carriage.

Santa Fe's 44-mile line change from Williams to Crookton, Ariz., is proceeding at a rapid rate. It is expected to be in service by the end of the year. Fills and cuts are most impressive, especially those fills made with patio-grade flagstone. Almost the entire line relocation is through flagstone or malpais (lava). About 90% of the 1,540 holes for the telephone poles had to be blasted. Only one crossarm with four pairs of wires is being provided throughout the line change. The existing pole line in this general area has three full crossarms. A microwave link from Barstow, Cal., to Winslow, Ariz., is under construction, and it will handle all but the local communications services.

The line change will have reversible double running track with high speed crossovers at about 8-mile intervals. Normal train speeds of 90 mph for passenger trains and 60 mph for freight trains will be permitted. Santa Fe's plan is to keep signal aspects as simple as possible. In connection with the line change, the newest aspect is flashing green for "Approach Limited" used in approach to high speed crossovers. Usually a flashing aspect upgrades the indication, but in this case the indication is downgraded. Proper safeguards are employed, so that should the flasher fail, the aspect is changed to a steady yellow "Approach," a medium speed indication.

Experiments continue in attempts to provide radio coverage through tunnels. The latest one reported to be successful is the coaxial cable strung on each side of the tunnel, with directional stub antennas and inexpensive wide band (video) amplifiers inserted into the cable at intervals. One cable propagates to and receives from the West, the other from the East.

A yard track indicator at one yard is referred to by trainmen as the "tote board." Illuminated track numbers tell enginemen to pull out of indicated track. It was built for the railroad by a local sign company. The indicator has speeded yard operations by eliminating interference and misinterpretation of hand signals by enginemen and making it difficult for them to "hide" down a yard track.

Automation of CTC is also receiving attention out here. One railroad is actively pursuing this goal and should have it in operation soon. This road will make meets without the dispatcher's intervention. This is in contrast to the N&W system which requires the dispatcher's action when meets are to be made (RA, Feb. 15, p. 13).

One cannot make a transcontinental trip by rail without becoming aware of the "rail curtain" at Chicago or St. Louis. So many ticket agents and passenger trainmen east of these points are officious and surly that it must certainly be a factor in the passenger losses of the eastern railroads. West of the "rail curtain" the courtesy and helpfulness of these same people overwhelms this Easterner.

Robert J. Barber
Associate Signaling and Communications Editor

Quinn Sees Threat to Common Carrier

The common carrier concept is today "seriously threatened" and degenerating "under the destructive force of expanding private carriage and archaic regulation", says Milwaukee President William J. Quinn.

Mr. Quinn told the Milwaukee Traffic Club that the "fate of the railroads is not the greatest issue. Far more basic is the question whether we shall go blithely along killing off the common carrier system that helped make us great."

In what he called "the great transportation debate" to reach a common goal in transportation policy, Mr. Quinn simplified the issue to "shall we judge transportation performance on the basis of true economic cost, or on the distorted results produced by unequal taxation, unequal regulation, unequal subsidies?"

According to Mr. Quinn, "Public policy should encourage the development of strong transportation companies, whether through mergers, acquisitions or internal growth.

"These companies should be free to render a diversified transportation service, available on equal terms to all shippers and subject only to the usual test of public convenience and necessity for new operations and the test of consistency with the public interest in consolidation cases."

Calling on transportation men to study these issues and interpret them, Mr. Quinn said that the formation of a correct national policy in transportation "is of consequence to the entire national economy and so to every citizen."

CURRENT RAILROAD QUESTIONS (*Continued from page 18*)

Here's the way the NRAB (or a Referee) decided the five cases on page 18. How do your answers stack up?

1. Claim Sustained (Award 17019). "If carrier in the first instance had not stopped the train, no delay would have occurred," the Board said, in finding that the flagman was correct in asserting that he had violated no rules.

2. Claim Denied (Award 16819). The Board commented: "This Division is not in accord with those awards which liken to a discharge a refusal to restore to work an employee who has obtained a judgment or settlement for permanent injuries. Such is not the situation in these cases. The rules with reference to discharges do not apply. Claimant has not been discharged or subjected to discipline but has been adjudicated to be no longer fit for duty. And that adjudication is good against positive testimony that he is physically fit because, by that adjudication, he has been paid for that disability and is estopped to show otherwise. . . The claimant has no claim."

3. Claim Sustained (Award 18903). The claim in this case was sustained because of lack of evidence. Remarking that the rules alleged to have been violated were capable of several interpretations, the Board quoted an earlier award (15071) that: "The doctrine that the happening speaks for itself is applicable only when there is no other reasonable hypothesis by which the accident may be explained."

4. Claim Denied (Award 8822(3)). The award stated: "The mistakes made by claimant, if repeated and widespread, might have serious consequences for the carrier's business" in upholding generally that employees are required to perform their duties in the proper manner.

5. Claim Sustained (Award 19262). The Referee in this case decided that the carrier was bound by the exact wording of the investigation rule, which plainly prohibited taking an employee out of service prior to an investigation, and so sustained the employee's claim.

•

Cases sent to NRAB are supposed to be disputes growing out of grievances or interpretation or application of agreements concerning rates of pay, rules or working conditions. Although no penalty is provided for failure to comply with an award (except that rail carriers who do not comply may be sued in Federal District Courts), NRAB decisions are binding.

NRAB is, in effect, an industrial court composed of four distinct divisions: Division 1 covering train and yard service employees; Division 2 shop craft employees; Division 3 station, tower and telegraph employees, signalmen, clerks, freight handlers, express, station and store employees, m/w workers and sleeping car conductors, porters, maids and dining car employees; and Division 4 marine employees and others. The Board consists of 36 members, 18 selected by the carriers and 18 by labor organizations.

Railroading After Hours with Jim Lyne

PRIVATE OWNERSHIP—There are a lot more railroads in private ownership than is generally realized. The fact that railways in Britain, Argentina, Brazil and Mexico have been largely taken over by government, especially since World War II, has been allowed to obscure the fact that there is still quite a lot of railway mileage outside North America, that continues in private operation.

My friend Loyd Kiernan mentions among other countries having privately operated railroads: Portugese East Africa; Chile and Bolivia (where the Antofagasta & Bolivia is privately operated); Morocco; El Salvador; Honduras; Peru; Costa Rica; and Cuba (except for recent Castro take-over activity). In all these countries, and a few others, there is important mileage still in private ownership. In Brazil, where government ownership predominates, the Paulista line is still in private ownership.

The relative importance of private ownership has been declining, not usually from inherent economic causes, but more often because of the desire of governments to have the railways serve social and political objectives, which are not always consonant with profitable operation.

'SCIENTIFIC' FARES— I note that the airlines in Canada are revising their rates, with the purpose of making them lower on the longer hauls, while keeping charges up for the shorter distances. The U.S. airlines, also, seem to be doing some juggling around with their rates, to try to find those that produce the maximum profits.

One thing about the airlines—none of them seems to go in much for the "trailing-off" loads that characterize so much of the railroads' passenger business. That is, the kind of business where you start off with a full load out of a big city and lose it in driblets as you go along until practically nobody is left by the time the run reaches its final terminal. This is the pattern of a lot of passenger travel in this country, and by not catering to it the airlines are avoiding a lot of costly operation.

I wonder to what degree the railroads are seeking to develop "optimum" passenger fares—that is, not those that yield the maximum per passenger but that produce the largest obtainable overall "profit" (or, rather, minimum overall loss). Some roads, I know, have worked on their rates from this standpoint, but I suspect that a good many haven't.

GOVERNMENT OWNERSHIP?—I see where one of the big Boston papers has come out in favor of nationalization of the railroads. It says that "private enterprise is failing" to assure that essential railroad service will be continued.

From all I can see, it isn't private enterprise, as such, that is giving rise to these misgivings. Rather it is private enterprise as it is handicapped, blocked, obstructed, thwarted, persecuted, prosecuted, belabored, bedeviled, overtaxed and beset by government competition—that is experiencing some difficulties. To suggest nationalization as a cure for this condition would be like hiring Typhoid Mary as a nurse.

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Robert Sarasor

Carloadings Drop 5.8% Below Previous Week's

Loadings of revenue freight in the week ended Nov. 12 totaled 564,590 cars, the Association of American Railroads announced on Nov. 17. This was a decrease of 34,903 cars, or 5.8%, compared with the previous week; a decrease of 73,743 cars, or 11.6%, compared with the corresponding week last year; and a decrease of 79,941 cars, or 12.4%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended Nov. 5 totaled 599,493 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Nov. 5

District	1960	1959	1958
Eastern	83,901	80,300	98,265
Allegheny	96,177	78,093	114,137
Pocahontas	47,786	44,336	53,166
Southern	115,021	117,479	117,073
Northwestern	80,789	66,073	87,375
Central Western	124,231	124,013	137,048
Southwestern	51,588	50,929	51,378
Total Western Districts	256,608	241,015	275,801
Total All Roads	599,493	561,223	658,442
Commodities:			
Grain and grain products	68,008	61,723	64,989
Livestock	9,031	9,822	9,802
Coal	104,673	105,159	118,602
Coke	5,900	3,320	8,581
Forest Products	36,568	40,766	38,499
Ore	33,580	11,560	44,321
Merchandise l.c.l.	34,795	40,931	45,493
Miscellaneous	306,938	287,942	328,155
Nov. 5	599,493	561,223	658,442
Oct. 29	620,712	587,776	674,991
Oct. 22	637,311	607,517	674,845
Oct. 15	653,145	579,410	696,403
Oct. 8	646,016	557,576	686,521
Cumulative total, 44 weeks	26,435,348	26,311,566	25,762,620

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Nov. 5 totaled 11,950 cars, compared with 8,121 for the corresponding 1959 week. Loadings for 1960 up to Nov. 5 totaled 473,892 cars, compared with 352,893 for the corresponding period of 1959.

IN CANADA.—Carloadings for the ten-day period ended Oct. 31 totaled 89,486 cars, compared with 77,507 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Oct. 31, 1960	89,486	36,198
Oct. 31, 1959	119,929	41,569
Cumulative Totals		
Oct. 31, 1960	3,090,500	1,168,836
Oct. 31, 1959	3,248,598	1,175,480

New Equipment

FREIGHT-TRAIN CARS

► *Canadian National.*—Ordered 25 42-ft, 40-ton narrow-gage flat cars from Eastern Car Division of Dominion Steel and Coal Corp., Trenton, N. S., for use on its Newfoundland lines. This supplements earlier orders for 130 similar cars (RA, Aug. 1, p. 31; Oct. 10, p. 43).

► *Northern Pacific.*—Will spend approximately $14,500,000 for new equipment in 1961. Brainerd, Minn., company shops will build 168 50-ft double-door box cars; 200 50-ft insulated RBL cars with damage-prevention devices, 9-ft plug doors, rubber draft gear and nailable steel flooring; 150 50-ft double-door box cars equipped with damage-prevention devices (for tin plate service); and 200 40-ft box cars with combination plug and sliding doors. NP will purchase 150 60-ft wood chip cars; 50 mechanical refrigerator cars; 50 steel cabooses; 25 70-ton covered hopper cars equipped with pneumatic unloading devices (including five cars already ordered from General American); and 50 tri-level and 13 bi-level racks for automobile transport.

► *October Bad Order Ratio 0.4% Higher Than Last Year.*—Class I roads on Oct. 1 owned 1,668,033 freight cars, 27,234 less than a year ago, according to AAR report summarized below; bad order ratio was 0.4% higher than on Oct. 1, 1959.

	Oct. 1, 1960	Oct. 1, 1959	Change
Car Ownership	1,668,033	1,695,267	−27,234
Waiting repairs	148,166	144,040	+ 4,126
Repair ratio	8.9%	8.5%	+ 0.4%

FOREIGN

► *Westinghouse Air Brake Co.*—The Air Brake Division has received orders totaling $2,417,300 for brake equipment to be installed on freight cars and locomotives in Mexico and Argentina. The Mexican order covers brake equipment for 1,000 freight cars. For Argentina, an order for 280 sets of locomotive brake equipment was received from a group of Italian builders, through the cooperation of the associated Italian Westinghouse Co. Another order from a Japanese car builder was obtained with the cooperation of the Nippon Air Brake Co., Ltd., a Japanese associate of WABCo., and covers brake equipment for 150 self-propelled passenger cars.

LOCOMOTIVES—SPECIAL

► *Locomotive Ownership and Condition.*—Class I roads owned or leased 28,430 diesel units on Oct. 1, an increase of 298 units over Oct. 1, 1959, according to AAR quarterly summary; steam locomotive ownership was reduced by 561.

	Owned or Leased Oct. 1		Stored Serviceable Oct. 1		Waiting Shops Oct. 1	
	1960	1959	1960	1959	1960	1959
Diesel (Units)	28,430	28,132†	706	837	1,528	1,602
Steam (Locomotives)	314	875	103	338	178	446
Electric (Units)	498	541	54	68	59	85
Gas Turbine-Electric	44	33*	1	...	2	....

† Revised
* Formerly included with Diesels

(Continued on following page)

November 21, 1960

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You Ought To Know...

Two passenger fatalities resulted from September's train and train-service accidents. The ICC's preliminary report also shows that 90 passengers were injured in the same accidents. These compare with one fatality and 99 injuries in September 1959. Passenger fatalities in this year's first nine months totaled 27, compared with nine in the like 1959 period. Fourteen employees on duty were killed and 1,009 injured in September, compared with seven and 1,160 respectively in September 1959. Employee fatalities for the nine-month periods were 138 this year and 113 in 1959.

Forty miles of welded rail will be laid by the Delaware & Hudson in 1961. Rail will be recovered from track which has been placed out of service following installation of CTC on the Pennsylvania and Susquehanna subdivisions. The welding work will be done at D&H's Oneonta, N. Y., yards under contract by the Thomson-Manning Corp.

"Turnpike trains" (multiple trailer rigs) are the subject of ads placed by the Southern in on-line daily newspapers. Pointing out that "giant 'road locomotives' of the future may haul as many as ten trailers behind them," Southern asks: "Is it any wonder that the cost of constructing and maintaining roads subjected to such heavy loads keeps spiraling?"

Gas-fired radiant heaters emitting infra-red rays that warm anything (or person) in their path will be installed by the Long Island on a platform at its Jamaica, L. I., station. Object is to create a "comfort zone" for passengers and, incidentally, to keep the platform free of snow. Additional installations are planned if the test is successful.

The 1961 outlook for freight-car production is "uncertain," American Steel Foundries President Joseph B. Lanterman told the Cleveland Society of Security Analysts. But he noted that freight-car retirements have exceeded cars purchased or built for the past several years "and this lends optimism because of the need of the railroads to maintain an adequate freight-car fleet."

Transcontinental passenger service has been abandoned by the Canadian public rather than by Canadian railroads, CPR Vice President R. A. Emerson told Canada's Royal Commission on Transportation last week. Answering a charge that CPR is abandoning the concept of transcontinental passenger trains before the public is, Mr. Emerson told the commission that the number of people using cross-country air services would be a good test of public opinion. A CPR study showed 22 rail passengers daily from Toronto-Montreal-Ottawa to Calgary-Vancouver-Victoria last March, he said.

Construction is scheduled to start early in 1961 on a 20-story, $15-million luxury motor-hotel on five acres of air rights purchased from Illinois Central near McCormick Place, Chicago's new exhibition hall (RA, Jan. 26, 1959, p. 44).

Rail commuter lines are just as essential today as they were 60 years ago, Executive Director Austin J. Tobin of the Port of New York Authority told the American Bridge, Tunnel and Turnpike Association last week. He said "railroad and highway facilities complement and supplement each other." In his view, railroads must continue to handle "journey-to-work travel from densely populated suburbs to the central business districts," and highways must be provided for "off-hour, week end and holiday travel" and for commuters not served by rail lines.

A new $50,000 terminal at Lakeland, Fla., has been officially opened by Railway Express Agency. The terminal is adjacent to the new Atlantic Coast Line passenger station.

A decline in commuter patronage has forced the Rock Island to ask the Illinois Commerce Commission to authorize cuts in off-peak Chicago suburban service. RI is seeking to drop nine suburban trains and consolidate 21 others into ten runs.

Pullman-Standard has begun a new training program as a means of meeting projected future needs for engineers. A series of assignments will take trainees into all departments performing engineering activities and, for briefer periods, into areas not directly involved with engineering. Graduate engineer trainees can complete the program in 27 months. Engineering school co-op students (alternating between on-the-job training and classroom study) will require about five years to complete the P-S program and acquire an engineering degree.

Retraining and reassignment of employees displaced by automation won't work in the railroad industry as it does in some manufacturing industries, TRRA President G. W. Maxwell told financial analysts in St. Louis. "Because of the very high payroll dollar in the railroad industry," he said, "the payroll has to be reduced, which means reduction in the number of employees on the payroll. . . . Simply shifting employment from one area of the railroad business to another is not the solution to expense reduction."

School taxes paid by the C&NW in Illinois during the period 1950-59 amounted to over $15,000,000. Operating in 26 counties within the state, North Western has paid a total of $26,507,310 in property taxes in Illinois during the last decade.

C&NW will ask the ICC for permission to discontinue its "Duluth Superior Limited," operating overnight between Chicago and Duluth, and the "Rochester Special," which runs between Elroy, Wis., and Mankato, Minn. Both trains have been operating on a trial basis, and losing $3,783 daily, since the ICC turned down the railroad's first attempt to discontinue them a year ago.

MARKET OUTLOOK *at a glance*

Carloadings Drop 5.8% Below Previous Week's

Loadings of revenue freight in the week ended Nov. 12 totaled 564,590 cars, the Association of American Railroads announced on Nov. 17. This was a decrease of 34,903 cars, or 5.8%, compared with the previous week; a decrease of 73,743 cars, or 11.6%, compared with the corresponding week last year; and a decrease of 79,941 cars, or 12.4%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended Nov. 5 totaled 599,493 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Nov. 5

District	1960	1959	1958
Eastern	83,901	80,300	98,265
Allegheny	96,177	78,093	114,137
Pocahontas	47,786	44,336	53,166
Southern	115,021	117,479	117,073
Northwestern	80,789	66,073	87,375
Central Western	124,231	124,013	137,048
Southwestern	51,588	50,929	51,378
Total Western Districts	256,608	241,015	275,801
Total All Roads	599,493	561,223	658,442
Commodities:			
Grain and grain products	68,008	61,723	64,989
Livestock	9,031	9,822	9,802
Coal	104,673	105,159	118,602
Coke	5,900	3,320	8,581
Forest Products	36,568	40,766	38,499
Ore	33,580	11,560	44,321
Merchandise l.c.l.	34,795	40,931	45,493
Miscellaneous	306,938	287,942	328,155
Nov. 5	599,493	561,223	658,442
Oct. 29	620,712	587,776	674,991
Oct. 22	637,311	607,517	674,845
Oct. 15	653,145	579,410	696,403
Oct. 8	646,016	557,576	686,521
Cumulative total, 44 weeks	26,435,348	26,311,566	25,762,620

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Nov. 5 totaled 11,950 cars, compared with 8,121 for the corresponding 1959 week. Loadings for 1960 up to Nov. 5 totaled 473,892 cars, compared with 352,893 for the corresponding period of 1959.

IN CANADA.—Carloadings for the ten-day period ended Oct. 31 totaled 89,486 cars, compared with 77,507 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Oct. 31, 1960	89,486	36,198
Oct. 31, 1959	119,929	41,569
Cumulative Totals		
Oct. 31, 1960	3,090,500	1,168,836
Oct. 31, 1959	3,248,598	1,175,480

New Equipment

FREIGHT-TRAIN CARS

► *Canadian National.*—Ordered 25 42-ft, 40-ton narrow-gage flat cars from Eastern Car Division of Dominion Steel and Coal Corp., Trenton, N. S., for use on its Newfoundland lines. This supplements earlier orders for 130 similar cars (RA, Aug. 1, p. 31; Oct. 10, p. 43).

► *Northern Pacific.*—Will spend approximately $14,500,000 for new equipment in 1961. Brainerd, Minn., company shops will build 168 50-ft double-door box cars; 200 50-ft insulated RBL cars with damage-prevention devices, 9-ft plug doors, rubber draft gear and nailable steel flooring; 150 50-ft double-door box cars equipped with damage-prevention devices (for tin plate service); and 200 40-ft box cars with combination plug and sliding doors. NP will purchase 150 60-ft wood chip cars; 50 mechanical refrigerator cars; 50 steel cabooses; 25 70-ton covered hopper cars equipped with pneumatic unloading devices (including five cars already ordered from General American); and 50 tri-level and 13 bi-level racks for automobile transport.

► *October Bad Order Ratio 0.4% Higher Than Last Year.*—Class I roads on Oct. 1 owned 1,668,033 freight cars, 27,234 less than a year ago, according to AAR report summarized below; bad order ratio was 0.4% higher than on Oct. 1, 1959.

	Oct. 1, 1960	Oct. 1, 1959	Change
Car Ownership	1,668,033	1,695,267	—27,234
Waiting repairs	148,166	144,040	+ 4,126
Repair ratio	8.9%	8.5%	+ 0.4%

FOREIGN

► *Westinghouse Air Brake Co.*—The Air Brake Division has received orders totaling $2,417,300 for brake equipment to be installed on freight cars and locomotives in Mexico and Argentina. The Mexican order covers brake equipment for 1,000 freight cars. For Argentina, an order for 280 sets of locomotive brake equipment was received from a group of Italian builders, through the cooperation of the associated Italian Westinghouse Co. Another order from a Japanese car builder was obtained with the cooperation of the Nippon Air Brake Co., Ltd., a Japanese associate of WABCo., and covers brake equipment for 150 self-propelled passenger cars.

LOCOMOTIVES—SPECIAL

► *Locomotive Ownership and Condition.*—Class I roads owned or leased 28,430 diesel units on Oct. 1, an increase of 298 units over Oct. 1, 1959, according to AAR quarterly summary; steam locomotive ownership was reduced by 561.

	Owned or Leased Oct. 1		Stored Serviceable Oct. 1		Waiting Shops Oct. 1	
	1960	1959	1960	1959	1960	1959
Diesel (Units)	28,430	28,132†	706	837	1,528	1,602
Steam (Locomotives)	314	875	103	338	178	446
Electric (Units)	498	541	54	68	59	85
Gas Turbine-Electric	44	33*	1	...	2	....

† Revised
* Formerly included with Diesels

(Continued on following page)

MARKET OUTLOOK *continued*

New Facilities

► *Board of Transport Commissioners of Canada.*—Has ordered six Canadian railways to erect aluminum warning signs coated with special reflecting material at approximately 2,000 highway grade crossings in Canada before next April. Cost is estimated at $199,100, 80% of which is to be paid out of a railway grade crossing fund. Canada has about 33,000 highway grade crossings, of which about 2,000 were marked with the aluminum reflectors under BTC orders last year.

► *Chicago Produce Terminal.*—Has placed in service a $600,000 two-story, fully air-conditioned office building for use of carlot brokers of fresh fruits and vegetables. The terminal, jointly owned by Illinois Central and Santa Fe, is used by 31 railroads and handles more than 50,000 cars a year.

► *Great Northern.*—Track improvement program for 1961 includes reducing curvature on three mile section of main line between Index and Gold Bar, Wash., and a similar project on the main line near the Continental Divide in the Montana Rockies. An additional 115 miles of CTC will be installed on GN's principal lines in North Dakota, Montana, and British Columbia. Track relaying plans call for placement of 75 miles of new rail of which 50 miles will be welded.

► *Louisville & Nashville.*—Will mechanize its mail handling facilities at Nashvile, Tenn., at a cost of $405,000. The program will be coordinated with a modernization program in which the Post Office Department is expected to spend between $800,000 and $1,000,000 in Nashville.

► *Northern Pacific.*—1961 expenditures for improvements and equipment, totaling $26,400,000, will include approximately $4,300,000 for rail and track material required for relay of 54 miles of mainline track and 45 miles of branch and secondary track (more than half of mainline relay to be welded rail); $2,000,000 for installation of signals and interlocking plants, including about $1,000,000 for installation of CTC between Spokane, Wash., and Kootenai, Idaho; more than $1,000,000 for application of 274,000 cubic yards of ballast; $1,300,000 for miscellaneous and work equipment and improvements to existing equipment; and $600,000 for shop, roadway and station buildings and other facilities.

► *Northern Pacific Terminal Company of Oregon.*—Rearranging of facilities at Guilds Lake Yard will involve expenditure of approximately $389,368. Project includes track work and construction of new yard office and M/W building, new power lines and communications system.

► *Norfolk & Western.*—Has ordered wayside signaling equipment from Union Switch & Signal Division of WABCo. to begin installation of CTC on 199 miles of track between Abilene, Va., and Princeton, W. Va.

► *Seaboard Air Line.*—Will spend $160,000 to provide greater overhead clearances for piggyback loads by lowering the track from one to three feet at eight different points between Norfolk and Atlanta.

Railway Express Agency Adopts New Trade Name

Railway Express Agency wants to be known in the future as REA Express.

Said REA President William B. Johnson in announcing adoption of the new trade name: "The broadening of the 121-year-old express business into a truly modern 'super market' of small shipment services, coordinating and integrating the best of all available methods and modes of transport has demanded the more appropriate name."

Gradually, said Mr. Johnson, "REA Express" will appear on company buildings and equipment. Meanwhile, the company's Name Change Committee is working with a designer-consultant on a new trademark symbol which is expected to be completed early in 1961. The new symbol will replace the familar red diamond symbol now used throughout the world.

Mr. Johnson noted that the "REA Express" trade name gets away from the limitations imposed by use of the words "Railway" and "Agency." He pointed out that the company extensively uses air, highway and sea as well as rail transportation.

In arriving at the new name, the management committee sifted through some 16,000 suggestions from express employees, embodying 2,549 different name ideas. A compact car was awarded to each of the three employees whose suggestions were closest to the new name which the committee selected.

Dividends Declared

ATLANTA & WEST POINT.—$2, semiannual, payable Dec. 20 to holders of record Dec. 9.

BESSEMER & LAKE ERIE.—$1.50 preferred, $1.50, semiannual, payable Dec. 1 to holders of record Nov. 15.

CLEVELAND & PITTSBURGH.—4% special guaranteed, 50¢, quarterly; 7% regular guaranteed, 87½¢, quarterly, both payable Dec. 1 to holders of record Nov. 10.

DENVER & RIO GRANDE WESTERN.—25¢, quarterly, payable Dec. 19 to holders of record Dec. 2.

EAST PENNSYLVANIA.—$1.50, semiannual, payable Jan. 17, 1961, to holders of record Dec. 31.

GREAT NORTHERN.—75¢, quarterly, payable Dec. 1 to holders of record Nov. 9.

ILLINOIS CENTRAL.—50¢, quarterly, payable Dec. 15 to holders of record Nov. 2.

MINNEAPOLIS & ST. LOUIS.—new common, 12½¢, initial, payable Dec. 12 to holders of record Nov. 14.

NORFOLK & WESTERN.—$1, quarterly; $1, extra, both payable Dec. 9 to holders of record Nov. 10.

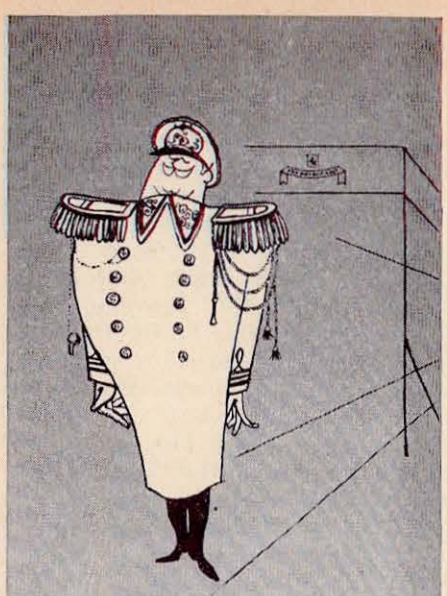
NORTH PENNSYLVANIA.—$1, quarterly, payable Dec. 25 to holders of record Nov. 18.

PEORIA & BUREAU VALLEY.—$2.50, semiannual, payable Feb. 1, 1961, to holders of record Jan. 30.

PITTSBURGH, YOUNGSTOWN & ASHTABULA.—7% preferred, $1.75, quarterly, payable Dec. 1 to holders of record Nov. 21.

READING CO.—4% non-cumulative 1st preferred, 50¢, quarterly, payable Dec. 8 to holders of record Nov. 17.

WESTERN OF ALABAMA.—$2, semiannual, payable Dec. 20 to holders of record Dec. 9.



Pompous?

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Tariff from $15 to $60 daily.

Several executive suites suitable for large companies as a year round city apartment.

Robert Sarason, *General Manager*

LETTERS FROM READERS

(Continued from page 15)

senger train discontinuances, both under State authority and Section 13a of the Interstate Commerce Act, bus operations comprise in many areas the only remaining low-price public passenger transport for short distances and intermediate-point service (apart from commuter trains). It seemed to me that with that situation existing, it was most important to the public that bus operators profit from the railroad experience, avoid railroad mistakes, and to the extent possible, keep their service both available and profitable.

You and your editorial staff have had copies of all my public statements over the past nearly five years. Reference to any or all of these will establish my deep concern with the problems besetting all forms of regulated transportation. I need not say to you that I regard myself to be without bias, insofar as humanly possible, either for or against any mode of transportation. I have consistently urged upon the railroads and their regulated competitors, as well as shippers and transportation students, the vital necessity in the public interest of keeping all transport modes in sound operating condition. With equal consistency, I have endeavored to work against the trends and inequities which threaten such a result. . . .

With all good wishes to you and your fine publication. . . .

Laurence K. Walrath
Commissioner

Containerization Query

Boston, Mass.

To the Editor:

I represent a group of ten second-year students at the Harvard Business School. In partial fulfillment of the requirements of the Manufacturing course at the school, we have elected to study and report on the impact of containerization on freight movements. Specifically, we expect the report to cover containerization's present status, its significance, the present and future problems associated with its growth, and possible solutions to those problems.

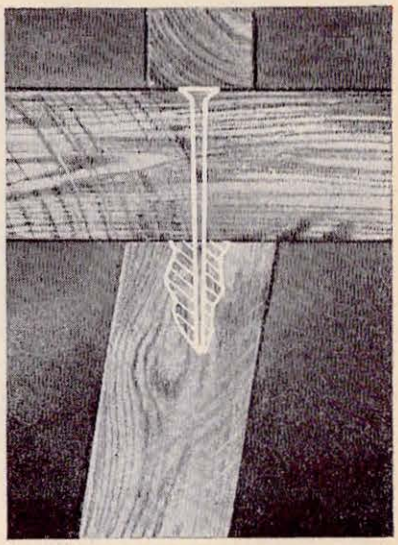
As part of our research, we have read helpful articles in various publications. However, we suspect that your readers can contribute substantial additional information in the form of varied educated opinions as well as possible unpublished studies on the subject of containerization.

Therefore, we invite your readers to write to us with such opinions and information on pertinent material of which we might not otherwise know.

Bernard L. Beatty
Mellon B-21
Harvard Business School

TROUBLE AHEAD

DRIFT PIN A-DRIFT



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Interchange Rules Adopted

Interchange rules covering trailers and containers moving in piggyback service have been adopted by the AAR Mechanical Division. The new code, to be effective, Jan. 1, 1961, was adopted by an "overwhelming majority," according to an AAR spokesman. In submitting the code of rules for letter ballot, the division's Arbitration Committee reported that the proposed rules had been prepared for the following reasons:

- To make trailer owners responsible for, and chargeable with, repairs to their trailers necessitated by ordinary wear and tear in fair service, by safety requirements, by standards of the AAR, and by requirements of regulatory agencies controlling highway movement of such equipment;
- To place responsibility and provide a means of settlement for damage to any trailer occurring through improper handling or improper protection by the handling company;
- To provide an equitable basis for charging repairs and damage;
- To make inspection of trailers for interchange comply with the proposed Code of Rules.

The 185 rules are divided into fifteen sections as follows: conditions governing acceptance and delivery of trailers in interchange; tires and tubes; landing gears; refrigeration and/or heating; accessories and special equipment; damage; ordinary maintenance; repairs and billing; adjustment or transfer of trailers and/or lading; forms and reports; settlement of disputes and revision of rules; AAR inspection practices; settlement for destroyed or badly damaged trailers; locations, marking, etc., and conditions of acceptance.

Technological Change Topic Of Northwestern Conference

Top-level personnel from the railroads, outside industry and the universities will trade ideas Jan. 23-25 at Northwestern University in what promises to be a comprehensive conference on "Technological Change and the Future of the Railways."

Each presentation will explore technological change as related to a specific area—including finance, labor, government regulation, engineering, administration, economics and sociology. According to NU, the three-day meeting "will attempt to isolate the important factors inhibiting the full use of railway technology and serve as a forum to determine means of overcoming these factors in the future."

Among the speakers will be A. E. Perlman, president, NYC; W. W. Patchell, vice president, PRR; Anthony F. Arpaia, former ICC chairman, now vice president, REA; Robert C. Barnstead, manager, research department, CP; Ray McBrian, director of research, D&RGW; Peter Wilson, chief of operations research, CNR; Guy L. Brown, retired grand chief, BLE; John C. Loftis, marketing and research director, American Car & Foundry; E. G. Plowman, vice president, U. S. Steel; and George P. Baker, president, Transportation Association of America. Also on the program will be educators from Northwestern, Miami, Michigan, Yale, Illinois, Harvard, Washington State and the University of Birmingham (England).

Conference sessions will be held in Harris Hall on Northwestern's Evanston, Ill., campus.

Ops Beam News Letter At 'Opinion Leaders'

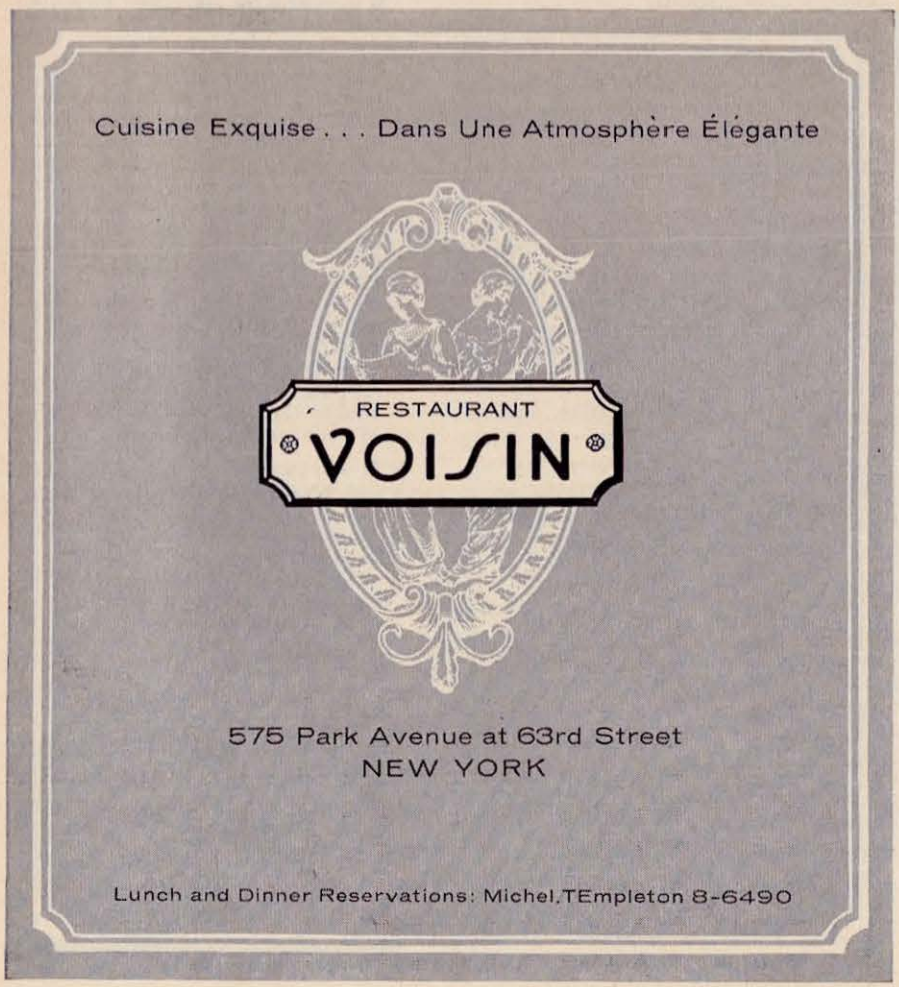
The five operating brotherhoods have begun publication of a monthly news letter, beamed at "opinion leaders" and designed to present the organizations' views on management-labor matters in low-key fashion.

Topic of the first letter: The agreement providing for establishment of the work rules study commission. The initial mailing list covers about 4,000 persons and will likely be expanded for future issues. Coverage includes editors, editorial writers and labor reporters; economists and researchers; government personnel, both elected and appointed. The letter is addressed to "the shipping and traveling public"—and circulation to industrial traffic men will probably be increased later.

A low-key, matter-of-fact style dominates the publication. One brotherhood spokesman set the tone with the comment that "we're already above the featherbedding issue and we're going to stay above it."

The first letter seeks to trace creation of the rules study commission, as labor sees it, and concludes that "we weren't dragged into the commission agreement. . . . The careful and comprehensive study which is scheduled to begin in January is what we sincerely have wanted for a long time."

Signers of the letter are the chiefs of the five organizations—the BLE, BLF&E, BRT, ORC&B and SUNA.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People in the News

BIRMINGHAM SOUTHERN.—Charles T. Hopkins, freight traffic manager, **Central of Georgia,** Savannah, Ga., appointed traffic manager for the BS, Fairfield, Ala., succeeding **W. W. Lee,** retired.

CANADIAN NATIONAL. — Vice Presidents have been appointed for the five regions which are being established, effective Jan. 1, 1961, under the revised organizational structure of the CNR. **Douglas V. Gonder,** vice president and general manager, Atlantic region, Moncton, N.B., named vice president of the newly defined Atlantic region, Moncton. **Willard H. Kyle,** vice president, Central region, Toronto, Ont., appointed vice president of the newly created St. Lawrence division, Montreal. **Eric Wynn,** system chief of motive power and car equipment, Montreal, named vice president of the newly created Great Lakes region at Toronto. **J. Reginald McMillan,** vice president, Western region, Winnipeg, appointed vice president, Prairie region, Winnipeg. **Rodger Graham,** general superintendent, Alberta district, Edmonton, Alta., named vice president of the newly created Mountain division, at Edmonton. The new regions will be divided into administrative units to be known as Areas.

The Atlantic region extends eastward from Riviere du Loup, Que., on the main line, and from Diamond, Que., on the former National Transcontinental line; it includes Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland.

The St. Lawrence region, part of what is now the Central region, will extend westward to Cochrane, Ont., as far east as Riviere du Loup and includes lines of the Central Vermont (CNR subsidiary) in the United States.

John W. Demcoe, acting general manager, Central region, Toronto, appointed general manager, Atlantic region, Moncton.

Omer A. Boivin, general superintendent, Montreal district, appointed special assistant to vice president, St. Lawrence region.

J. R. Kemp, mechanical engineer, Atlantic region, Moncton, appointed mechanical and electrical engineer of that region.

Area managers for the three new administrative units of the Atlantic region are: **C. Albert Berube,** Chaleur Area, Campbellton, N.B.; **David W. Blair,** Maritime Area, Moncton, N.B.; **E. K. House,** Newfoundland Area. Mr. Berube was formerly superintendent at Campbellton; Mr. Blair was general superintendent at Moncton; Mr. House recently has been serving as manager, Newfoundland district, at St. John's.

The Chaleur Area includes Riviere du Loup, Que., and extends eastward along the main passenger line to Catamount. It also runs eastward from Diamond, Que., along the main freight line through Edmundston to Pacific Junction. It also includes Gaspe Peninsula.

The Maritime Area takes in lines west of McGivney Junction, including that part of the Nashwaak subdivision from McGivney to Fredericton and the Centreville subdivision from Centreville to St. John known as the Valley Ry. It also embraces the Moncton-St. John line, all lines in Nova Scotia and Prince Edward Island and the Yarmouth, N.S.-Bar Harbor, Me. and Cape Tormentine, N.B.-Borden, P.E.I. ferry services.

The Newfoundland Area takes in all the CNR lines in the province, coastal shipping and dock operations, CN services around the island and to Labrador and the North Sydney, N.S.-Port aux Basques, Nfld. ferry service.

Superintendents at Halifax, St. John and Charlottetown, who formerly reported to the general superintendent, Maritime district, Moncton, now will report to the manager, Maritime Area, Moncton.

The superintendent at Edmundston, who formerly reported to general superintendent, Maritime district, Moncton, now reports to Chaleur Area manager, Campbellton.

The following changes were erroneously reported under the Canadian Pacific (RA, Nov. 7, p. 33):

Title of the following general freight agents changed to general rates officers: **G. M. Douglas**—international traffic; **A. Sutherland**—domestic traffic; **D. Headley**—railway commissions. Title of the following assistant general freight agents changed to freight rates officers: **T. A. Waldron**—international traffic; **L. Jefferies**—transcontinental classifications; **M. A. Peebles, R. J. McDougall, W. Hindle** and **P. G. Gallant**—domestic traffic; **W. A. Bell**—railway commissions.

H. R. Norman appointed system supervisor freight service, Montreal, succeeding **S. W. Firlotte,** retired.

CHICAGO & NORTH WESTERN.—Thomas J. Bagan appointed general freight agent—rates, St. Paul, Minn.

CHICAGO GREAT WESTERN.—G. E. Kellogg appointed acting comptroller and acting secretary, Oelwein, Iowa, replacing **L. O. Grashoff,** deceased (RA, Oct. 24, p. 30).

COTTON BELT.—R. B. Nessum, general agent, Minneapolis, Minn., retired Oct. 31.

DELAWARE & HUDSON.—J. C. Brennan, assistant superintendent, Albany, N. Y., appointed assistant chief engineer there. **W. E. Bailey,** special engineer, named office engineer and his former position abolished. **W. E. Crounse** named superintendent of general office building, Albany. **H. B. Clarkson,** assistant to chief engineer, appointed assistant engineer maintenance of way and his former position abolished.

FRISCO.—G. E. Warfel, division engineer, Southern division, Amory, Miss., transferred to the Eastern division, East-West, Springfield, Mo., to succeed **H. M. Booth,** who retired Oct. 31. Mr. Warfel's successor is **R. D. White,** division engineer, Central division, Fort Smith, Ark., who in turn is replaced by **J. O. Eliott.**

GREAT NORTHERN.—Harold R. Lavik, district mail, baggage and express agent, appointed manager of mail, baggage and express traffic, succeeding **David M. Eichten,** named assistant to the general freight traffic manager, rates and divisions. **Jerome A. Voeller,** formerly supervisor of service, Railway Express Agency, replaces Mr. Lavik.

JERSEY CENTRAL.—The Central division was extended, on Oct. 1, to include the Southern division, under the jurisdiction of **Joseph J. Galuppo. William J. Carroll,** former superintendent, Southern division—and of the New York & Long Branch—at Long Branch, N.J., remains there in the dual capacity of assistant superintendent of the enlarged Central division, and as transportation manager, NY&LB. **Edward W. Jeffrey,** trainmaster, Long Branch, named terminal trainmaster, Jersey City, with responsibility for Jersey City Yard, Pier 18, Bronx Terminal, N.Y., and Bayonne Yard.

Charles T. Hopkins
BS

James R. Sullivan
NYC

LOUISVILLE & NASHVILLE.—Joseph J. O'Connor, executive general agent, Washington, D. C., appointed general freight agent—sales and service, Louisville, Ky.

Willard H. Thompson, Jr., trainmaster, Nashville, Tenn., appointed assistant supervisor of car utilization, Louisville.

MAINE CENTRAL.—John T. Robertson, assistant superintendent, Eastern sub-division, Bangor, Me., has left the MeC to become superintendent of the Port Cartier Mining Co. Railroad, a subsidiary of U.S. Steel, at Port Cartier, Que., Can.

MILWAUKEE.—William E. Smith, staff assistant to vice president in the labor relations department, Chicago, retired Oct. 31.

Robert T. McSweeney, foreign freight traffic manager, Chicago, retired Oct. 31.

William J. Cusack, assistant auditor of capital expenditures, appointed auditor of capital expenditures, Chicago, succeeding **William E. Broberg,** retired.

W. L. Sarakenoff, night assistant superintendent of the central freight service department, named special representative to operating vice president, Chicago, to succeed **L. W. Palmquist,** retired.

Wesley S. McKee, foreign freight agent, Chicago, named general foreign freight agent there.

Ward H. Wait, manager of freight rates, **Pennsylvania,** Philadelphia, appointed special assistant to traffic vice president, **Milwaukee,** Chicago.

NEW YORK CENTRAL.—James R. Sullivan, vice president, **Minneapolis & St. Louis,** Minneapolis, Minn., appointed assistant vice president—freight sales and service, NYC, Cleveland, succeeding **Carl W. Sunderbrink,** retired.

Supply Trade

The **International Car Division, Morrison-International Corp.,** has appointed **R. B. Hornberger,** 525 Market Street, San Francisco 5, Calif., as representative on all railroads in the nine western states of Alaska, Arizona, California, Idaho, Nevada, New Mexico, Oregon, Utah and Washington.

A new crane-excavator distributor—**Pacific Railway Sales,** San Francisco, Calif., has been appointed by **Bucyrus-Erie Co.,** South Milwaukee, Wis., to serve the railroad market exclusively in northern California.

You Ought To Know...

Two passenger fatalities resulted from September's train and train-service accidents. The ICC's preliminary report also shows that 90 passengers were injured in the same accidents. These compare with one fatality and 99 injuries in September 1959. Passenger fatalities in this year's first nine months totaled 27, compared with nine in the like 1959 period. Fourteen employees on duty were killed and 1,009 injured in September, compared with seven and 1,160 respectively in September 1959. Employee fatalities for the nine-month periods were 138 this year and 113 in 1959.

Forty miles of welded rail will be laid by the Delaware & Hudson in 1961. Rail will be recovered from track which has been placed out of service following installation of CTC on the Pennsylvania and Susquehanna subdivisions. The welding work will be done at D&H's Oneonta, N. Y., yards under contract by the Thomson-Manning Corp.

"Turnpike trains" (multiple trailer rigs) are the subject of ads placed by the Southern in on-line daily newspapers. Pointing out that "giant 'road locomotives' of the future may haul as many as ten trailers behind them," Southern asks: "Is it any wonder that the cost of constructing and maintaining roads subjected to such heavy loads keeps spiraling?"

Gas-fired radiant heaters emitting infra-red rays that warm anything (or person) in their path will be installed by the Long Island on a platform at its Jamaica, L. I., station. Object is to create a "comfort zone" for passengers and, incidentally, to keep the platform free of snow. Additional installations are planned if the test is successful.

The 1961 outlook for freight-car production is "uncertain," American Steel Foundries President Joseph B. Lanterman told the Cleveland Society of Security Analysts. But he noted that freight-car retirements have exceeded cars purchased or built for the past several years "and this lends optimism because of the need of the railroads to maintain an adequate freight-car fleet."

Transcontinental passenger service has been abandoned by the Canadian public rather than by Canadian railroads, CPR Vice President R. A. Emerson told Canada's Royal Commission on Transportation last week. Answering a charge that CPR is abandoning the concept of transcontinental passenger trains before the public is, Mr. Emerson told the commission that the number of people using cross-country air services would be a good test of public opinion. A CPR study showed 22 rail passengers daily from Toronto-Montreal-Ottawa to Calgary-Vancouver-Victoria last March, he said.

Construction is scheduled to start early in 1961 on a 20-story, $15-million luxury motor-hotel on five acres of air rights purchased from Illinois Central near McCormick Place, Chicago's new exhibition hall (RA, Jan. 26, 1959, p. 44).

Rail commuter lines are just as essential today as they were 60 years ago, Executive Director Austin J. Tobin of the Port of New York Authority told the American Bridge, Tunnel and Turnpike Association last week. He said "railroad and highway facilities complement and supplement each other." In his view, railroads must continue to handle "journey-to-work travel from densely populated suburbs to the central business districts," and highways must be provided for "off-hour, week end and holiday travel" and for commuters not served by rail lines.

A new $50,000 terminal at Lakeland, Fla., has been officially opened by Railway Express Agency. The terminal is adjacent to the new Atlantic Coast Line passenger station.

A decline in commuter patronage has forced the Rock Island to ask the Illinois Commerce Commission to authorize cuts in off-peak Chicago suburban service. RI is seeking to drop nine suburban trains and consolidate 21 others into ten runs.

Pullman-Standard has begun a new training program as a means of meeting projected future needs for engineers. A series of assignments will take trainees into all departments performing engineering activities and, for briefer periods, into areas not directly involved with engineering. Graduate engineer trainees can complete the program in 27 months. Engineering school co-op students (alternating between on-the-job training and classroom study) will require about five years to complete the P-S program and acquire an engineering degree.

Retraining and reassignment of employees displaced by automation won't work in the railroad industry as it does in some manufacturing industries, TRRA President G. W. Maxwell told financial analysts in St. Louis. "Because of the very high payroll dollar in the railroad industry," he said, "the payroll has to be reduced, which means reduction in the number of employees on the payroll. . . . Simply shifting employment from one area of the railroad business to another is not the solution to expense reduction."

School taxes paid by the C&NW in Illinois during the period 1950-59 amounted to over $15,000,000. Operating in 26 counties within the state, North Western has paid a total of $26,507,310 in property taxes in Illinois during the last decade.

C&NW will ask the ICC for permission to discontinue its "Duluth Superior Limited," operating overnight between Chicago and Duluth, and the "Rochester Special," which runs between Elroy, Wis., and Mankato, Minn. Both trains have been operating on a trial basis, and losing $3,783 daily, since the ICC turned down the railroad's first attempt to discontinue them a year ago.

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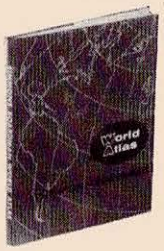

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Railroading—Business, Not Charity

There is a simple and sure answer to any and all economic difficulties which confront the railroads—although the easy answer is usually hard to apply, because of the timelag in law and regulation. The sure-fire answer is for railroads to manage their properties according to recognized economic principles—and to get rid of all restraints which prevent their doing so. Where law and regulation impede economic action, railroads can at least keep hollering until they get relief.

Of all the uneconomic operations required of railroads, none is more flagrant than the obligation to perform "social services" at a loss. Of such obligatory social services, none is more notorious than that of hauling commuters into and out of some of the big cities. It is true that occasionally—notably in the Chicago area—railroads are still able to make this service pay its direct costs, or almost. But no railroad is under any moral or economic obligation—laggard law and regulation to the contrary notwithstanding—to provide transportation service at less than cost (including a reasonable return on the investment).

•

This situation is dramatically illustrated by the Long Island Rail Road—which is owned outright by the Pennsylvania. The parent company has an investment of over $100 million in this commuter railroad. On that huge investment, under present arrangements, the PRR is not getting one red cent by way of a return. The Long Island was physically starved—almost to death—by the New York Public Service Commission, as it was then constituted, which effectively prevented any fare increase in the 29-year period 1918 to 1947.

As a result, the railroad was placed in receivership, from which it was withdrawn six years ago as a "Railroad Redevelopment Corporation" under an agreement between the state of New York and the owning company. Under this program, taxes were to be reduced for a 9-year period, with the PRR foregoing for 12 years any interest or dividends on its investment up to that time (but with the provision that the railroad, after three years, could give up its special status and "be treated like any other railroad").

It was agreed that all LI earnings during its "redevelopment" stage would be used for physical improvements, to a total of $65 million. The PRR, in addition, made a further cash advance of $5½ million on new funded debt.

A "redevelopment" program such as the Long Island's would be economically sound if, in fact, it were to offer a likely prospect that—at the end of the 12-year period—the property would thereafter be a profit-making enterprise. But the Long Island's militant branch of the trainmen's organization has made it abundantly clear that it stands ready to appropriate any loose change the railroad may happen to find in its till. And the state of New York has shown no inclination to resist the union's demands.

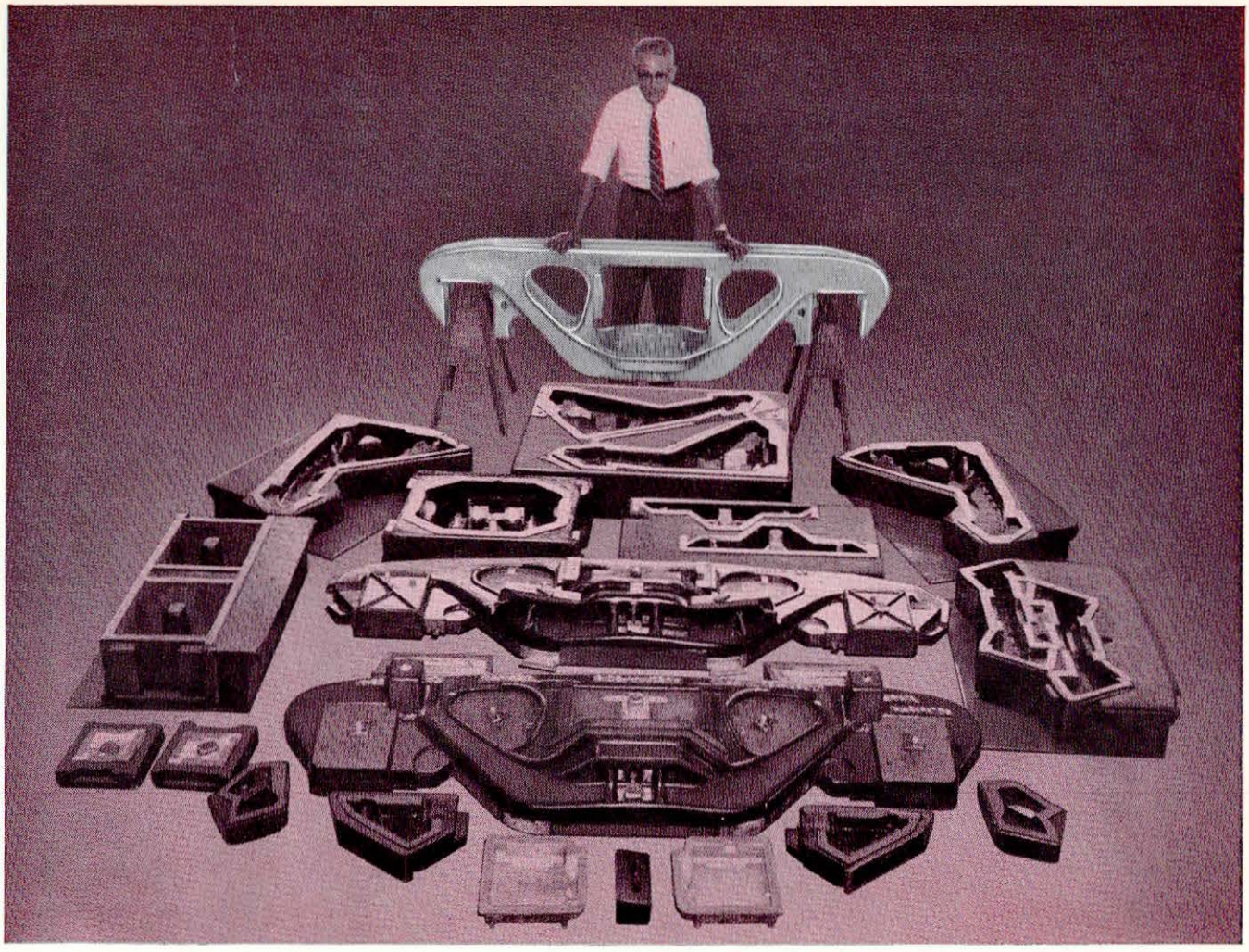
Thus it is that prospects for converting the Long Island into a genuine business, with earnings attractive to investors, are dim to the point of extinction—in spite of the fact that it is competently managed and is providing excellent service.

In contrast to the railroad's unattractive prospects as a business enterprise, as a "social service" to its area it is practically indispensable. That is to say, the transportation the railroad provides for its communities would cost them far more to produce by the additional highway facilities which would be required if the railroad were to cease operation.

The railroad was conducted originally as a profit-making business—but state and local governments, by the unequal competition of their gigantic tax-supported and tax-exempt highway system, and by misregulation and heavy taxation, have now made it all but impossible to run the railroad profitably on straight business principles, collecting all costs from customers.

•

Government has taken valuable property without compensation—in effect if not formally. Every railroad in the country is being required, at least to some degree, to render a "social service" which it can no longer afford. The sooner railroads educate the public to an understanding of the impossibility of continuing this kind of philanthropy, the better it will be for all concerned.



Elmer Clements, superintendent of Symington's pattern shop, looks over a finished pedestal type side frame casting, together with the pattern and core boxes required for its production.

What It Takes to Make a Side Frame

Producing the pattern for a railroad freight car side frame involves much more than translating dimensions from an engineering drawing. For example, molten steel shrinks as much as ¼ inch per foot during solidification. Also because cooling rates vary, it may twist or warp, requiring allowances to be made in the pattern and core boxes to produce an acceptable casting. The solution to these problems is the direct responsibility of Symington's patternmakers, whose skillful art is the result of a minimum apprenticeship of 10,000 hours.

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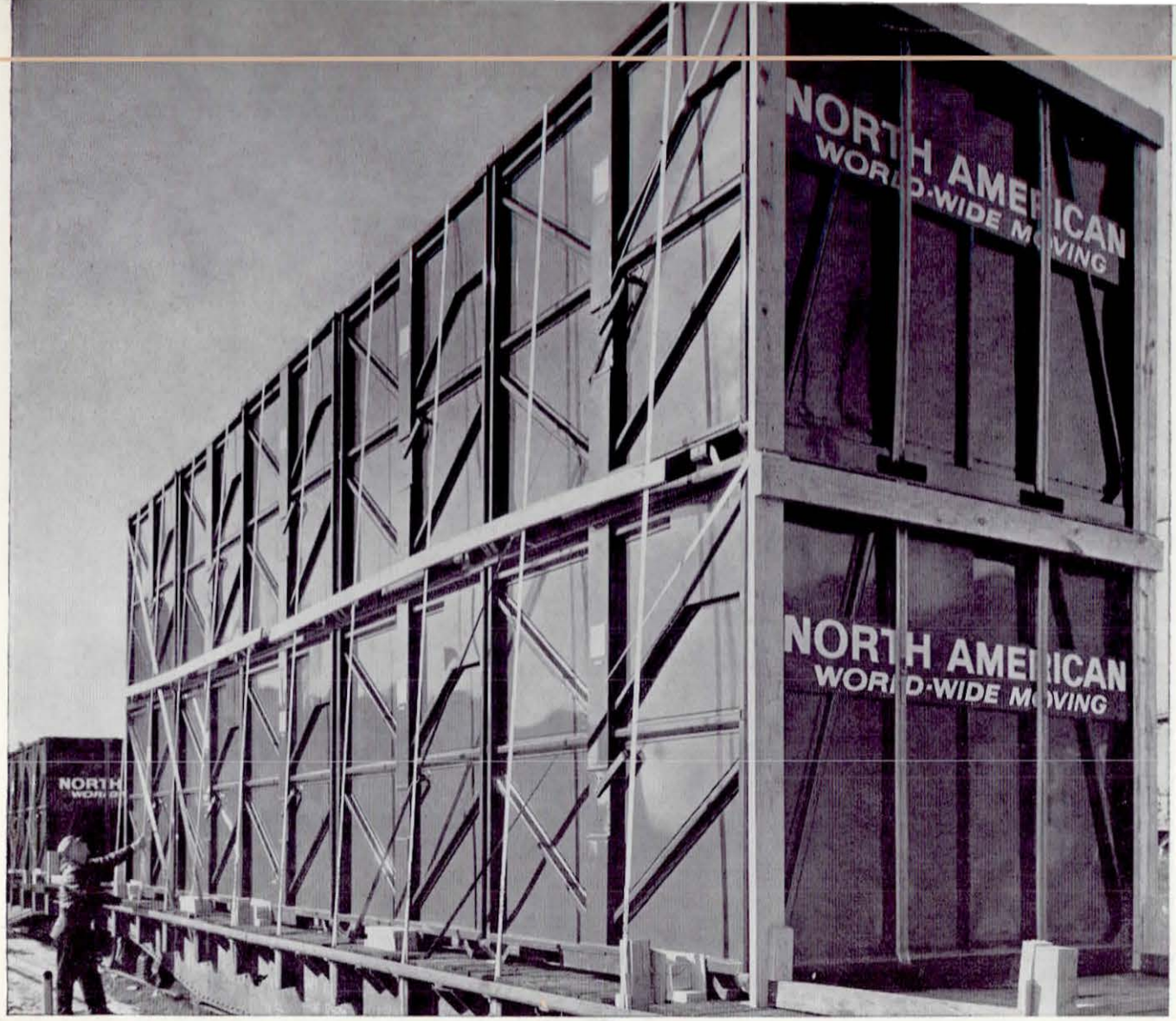

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